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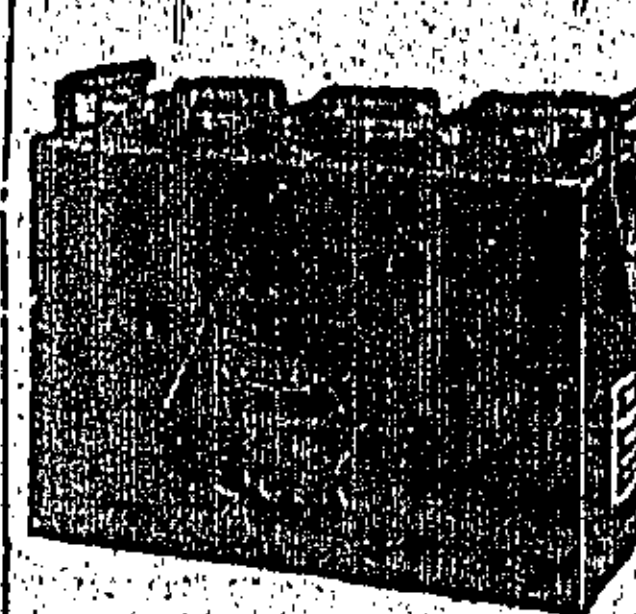
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SATURDAY, OCTOBER 30, 1926.

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THE WAR LULL.

SOUTHERN TROOPS IN RETREAT?

MARSHAL FENG REAPPEARING

An official communiqué received in Shanghai from the headquarters of Marshal Sun at Kiating accounts for the inactivity of the Northern Expeditionary Forces. Of the lengthy report, the following four items are most illuminating and disclose the actual situation in Kiating: it is after the decisive battles of two weeks ago around Nanchang.

1. The major part of Chang Kai-shek's army, after having been defeated at Nanchang, is now retreating toward Hankow where, it is expected, they will take a defensive position. According to reports gathered from various places where the Cantonese army had passed, Chang's troops were rather discouraged and appeared very much exhausted.

2. The military cadets of the Kuomintang at Hankow are advocating the employment of more subtle methods against the North. In their public announcement of a few days ago, it was stated that since there is scarcely any hope of defeating the Allied Army, perhaps the next move to be taken by the Southern Government is to stir up internal dissension among the northern military leaders.

3. Owing to reinforcements not forthcoming from Kwangtung and in view of the great number of Cantonese soldiers killed and wounded, the Kuomintang forces are preparing to go back to Hunan Province.

ARMoured CARS.

Dr. V. K. Ting received a telegram from General Tien Jui-ching, second in command to Marshal Wu Pei-fu, from Chengchow, stating that his forces in the counter-attack against Chang Kai-shek, are now divided into three armies which are to advance simultaneously with Hankow as their objective. The three armies are now concentrating along the Ma-an-shan-Pingchiao front. As soon as they are together the march will begin. General Tien's armoured cars have already passed Tshing, a point beyond where the armies are concentrating.

It is expected that in a few days the Northern Expeditionary Forces of the Kuomintang will not only have Marshal Sun to contend with, but Marshal Wu's army as well.

A Chinese news agency reports that Marshal Feng Yuxiang has reappeared in the political arena and has resumed his active command of the Kuomintang. It is said that the Kuomintang is now better equipped than before and that the 1st Army Corps is rushing down through the Tung Kwan Pass to Honan to engage the forces of Marshal Wu Pei-fu who has declared in a circular telegram that if he fails to recapture Wu Han this time, he is resolved to go into private life.

It is also stated that Feng Yuxiang has at least 200,000 well-trained soldiers at his command and that it will not be many days before reports will be received of the Kuomintang in actual conflict with the forces of Wu Pei-fu.

RETURNS TO CANTON.

General Chan Chal-tong, commanding the 11th Division of the 4th Army Corps stationed in south-west district of Kwangtung, has suddenly arrived in Canton with his family and a large staff of officers.

It is reported that this unexpected development is due to the principal officers of the 11th Division having combined themselves to resist General Chan's orders for the reason that all these officers have been imbued with "Red" sentiments through the influence of the Political Agent of the Kuomintang attached to the Division.

JUNK DISAPPEARS WITH CREW.

PRESUMED PIRACY OF CABLE BOAT.

OVER \$3,500 LOSS.

Considerable mystery surrounds an occurrence which can only be regarded as a piracy of a junk used by the Eastern Extension Telegraph Co. at a point between Lan Tau Island and Macao, in Chinese waters, as the result of which considerable telegraph material and a complete crew, with the junk, have vanished. At the time of writing, no trace of the vessel or crew has been found.

It appears that a launch and a junk set out two or three days ago to investigate a defect in a cable somewhere between Lan Tau Island and Macao. While this work was being undertaken, the junk, with spare cable and various implements waited half a mile or more off. However, when the services of the junk were later required, the launch was unable to find the craft, which had completely vanished. On board there was cable worth something like \$3,500, and various other goods, the value of which are not known at present.

We are not able to state the number of men comprising the junk's crew. The police have been notified of the incident, and a search for the junk is being made.

BIG DUTCH WORKS.

HUGE DYKE CONTRACTED FOR.

Amsterdam, Oct. 29. The Dutch portion of the Belgian Stabilisation Loan has been largely over-subscribed.

Under an arrangement with the Government, a limited liability company to carry out Zuyder Zee works, has been founded with a capital of 6,000,000 guilders, supplied by four great Dutch contracting firms. The Government has concluded an agreement with the company to construct a dyke thirty kilometres long, separating the Zuyder Zee from the North Sea at a cost estimated at 80,000,000 florins. (about \$6,500,000).—Reuter.

CITY SENSATION.

WOLSELEY MOTORS' POSITION.

London, Oct. 29. A sensation was caused in the City to-day by the announcement that joint receivers and managers for the Wolseley Motors' Limited had been appointed by Mr. Justice Tomlin, in the Chancery Court, on the application, for a first mortgage on the debenture stockholders.

Counsel stated that the reason two managers were appointed was because of the magnitude of the undertaking, employing 3,000 workers and the fact that there were large contracts on hand.—Reuter.

THE BRUSSELS RIOTS.

CHINESE STUDENTS TO BE EXPELLED.

Brussels, Oct. 29. M. Vandervelde has announced that all the Chinese students who were arrested at the street demonstration against the Sino-Belgian Treaty have been released. Some of them have been ordered to leave the country, and the Government considers that the remainder should be treated in the same manner as Belgian offenders.—Reuter.

COTTON MARKET.

ACTION BY TENNESSEE.

Memphis, Oct. 29. A conference of bankers and cotton men has voted in favour of establishing a corporation with a capital of two and three-quarter million dollars to finance the withdrawal from the market of 600,000 bales.—Reuter's American Service.

KASHING BATTLE.

HSIA CHAO'S ARMY COLLAPSES.

HEAVY LOSSES SUFFERED.

Writing under date of the 21st inst., the N. C. Daily News correspondent at Kashing says:

All last night, trains from Hangchow were bringing more soldiers and munitions. At daylight, Civil Governor Hsia Chao arrived. A brief interview with his chief of staff was easily secured, at railway station headquarters about 8.30 a.m. Skirmishing had already begun with Marshal Sun Chuan-fang's outposts from Kashing along the railway, a few miles from Kashing.

From a cupola 80 feet high, with a field glass, I could see the main features of the battle which continued from 9.30 a.m. with varying intensity until the rout at 4.30 p.m. The Chekiang army, approximately 6,000 men of little or less training, centred along the railway with armoured train in lead of 4,000 soldiers, the right wing 1,000 at Tungcha, 1,000 at Tanghui; both these are suburbs of Kashing; two miles distant from each other and about the same distance from the railway station, a fan-shaped front.

NORTHERNERS SUPERIOR.

The Northern army reported 4,000 strong, coming from Kashing along the railway, seemed to be concentrated without extended wings. At first, the Chekiang side superior in numbers, inferior otherwise, appeared to gain ground, a locomotive pushing the heavy gun-car to successive firing positions. However, the excellent discipline, tactical experience and similar gun equipment with accurate rifle fire of the Northern side turned the tide, about noon. The Chekiang men fought stubbornly, yielding very slowly until the final dash of the Northerners towards the railway station, outside the East Gate. As they captured this vital point, a train kept ready with Hsia Chao on board, steamed out for Hangchow. With a colonel and a major wounded, about 1,000 Chekiang troops broke ranks throwing away arms and surplus clothing to facilitate flight. The two wings not knowing of this debacle, closed in almost at the rear of the pursuing army. Sharp fighting was resumed until night-fall, when superior discipline and generalship won again.

MUCH SLAUGHTER.

Detachments of Northern soldiers rounded up the straggling groups from the wings in succession and slaughtered them with machine-guns and automatics at close range, in the brilliant moonlight. The shrieks of the vanquished were drowned in the shouts of the victors as the bugles sounded at midnight. Estimates of killed and wounded are, Chekiang, 1,000 Northern, 200, or less. To an observer, the battle was lost by failure to reinforce the centre and broken communication with wings. Those who profess to know, say that of the Chekiang army few had been under fire before, many being mere ruddy-cheeked boys. During the fight, the shops in Kashing closed their doors, the people seemed paralyzed.

A NIGHT OF TERROR.

As the moon rose the fighting drew nearer, and nearer the East Gate, looting was expected to begin early by the defeated soldiers and continued by the victors. Mistaking moonlight shadows or something else, the Northern men opened a heavy cannonade with explosive shells, sweeping the railway tracks for a mile or more near the city walls. A shell fragment fell into the Mission playgrounds where school boys shivered on basement floors. Girls left their dormitories for any sort of space in Catholic and Protestant compounds. Women and children crowded hospital wards as refugees. Men were grateful for (Continued on Page 16.)

PROSPECTS OF COAL PEACE.

CONCESSIONS SECURED BY T. U. C.

HOPEFUL PARLEYS.

Rugby, Oct. 29.

The Executive of the Miners' Federation and the General Council of the Trades Union Congress met this afternoon. After they had been in Conference for about one hour the members of the deputation of the Trades Union Congress which on Tuesday discussed the coal situation with the Premier and other Ministers, paid a further visit to Downing Street. They had a conversation of some length with Mr. Winston Churchill after which they returned to confer with the Miners' Executive.

MORE OUTPUT.

To-day 260,000 miners are at work. It is estimated that this week the output of British coal will be about 1,100,000 tons. Last week it was 880,000 tons. In the first nine weeks of the stoppage the average weekly output was only 58,000 tons.—British Wireless.

GOOD NEWS.

London, Oct. 29.

The Trade Union Congress mediators have succeeded in obtaining concessions from both the government and the miners and it is believed that conversations for coal peace are proceeding on the lines of the resumption of work on district settlements to be co-ordinated nationally.—Reuter.

MONEY FROM MOSCOW.

Moscow, Oct. 29.

The Central Council of the Soviet Labour Unions has decided to transfer to the British Miners' Federa-

THE WANHSIEN FUND.

A Striking Appeal.

In the hope of reminding Hongkong Britishers of their duty to respond more liberally to the local Wanhsien Fund, we give below the text of a full-page appeal which appeared in last Tuesday's North China Daily News.

"This is only addressed to British people. Please give, even if a trifle, to this fund. This is more than a charitable appeal. Those of British blood who realise the significance of recent events in China and the danger in which our fellow subjects are placed will realise that contributing to this fund means a gesture of support to all that is in the best interests of China herself.

"This announcement is not issued officially, but by a private individual. May we remind our readers that contributions in Hongkong should be sent to Mr. A. J. Bird, of the Chartered Bank.

tion a million roubles from the funds collected by the Unions on their behalf.—Reuter.

CONFERENCE ADJOURNED.

The conference between the miners' leaders and the T.U.C. mediators has been adjourned till next week to enable the Miners' Executive to consult the National Delegate Conference. The T.U.C. is arranging a further conference with the Prime Minister.—Reuter.

His Excellency the Governor has appointed the Rev. G. R. Lindsay to be a Member of the Board of Education for a period of two years, with effect from 27th October, 1926, vice Mr. Benjamin Wylie whose term of service has expired.

EMPIRE PRODUCE.

GENERAL SURVEY OF PROBLEMS.

IMPERIAL CONFERENCE.

Rugby, Oct. 29.

As a result of the meetings of the Imperial Conference during the past fortnight, progress has been made in the discussion of all the major problems that confront the Conference; namely, foreign affairs, Empire defence, inter-Imperial relations, communication and trade. The broad consideration of these questions has now been completed and several of them will not again be reviewed in the plenary session until the committees to which they have been remitted, advance with recommendations to give effect to the desire expressed by the delegates for a greater measure of co-ordination in the various fields.

A preliminary examination of the resources of the Empire made a deep impression on the delegates, who have displayed determination to share in their development and thus to promote closer inter-Imperial trade. With a view to devising machinery for this purpose, several Committees are at work. Hitherto the only organisation existing to promote improvements in marketing overseas food products for the benefit of producer and consumer has been the Imperial Economic Committee, established by the British Government as a result of the 1923 Conference. Its work has been appreciated by all the Dominions and the possibility of an extension of the idea, it embodies, is much discussed. The general Economic Sub-Committee to which this and other matters affecting trade have been referred, is meeting almost continuously.

Questions relating to Imperial communications and Overseas settlement are now under close examination, and the keen interest of the delegates has been aroused by the work of the Research Committee, whose preliminary enquiry has emphasised the need for closer co-operation and an exchange of information between institutions engaged in different parts of the Empire. At this early stage of the conference, definite results are not, of course, to be expected, but the examination of the Empire resources has undoubtedly quickened the imagination of the delegates and a programme of investigation has been begun which promises to become a permanent feature of Imperial relations.

AGRICULTURAL PROBLEMS.

At its second meeting to-day the research special sub-committee heard a statement on the nature and work of the organisations conducting researches in various spheres. Lord Bledisloe, the Parliamentary Secretary to the Ministry of Agriculture, stated that the Imperial Agricultural Research Conference would be held in the early autumn of next year, when matters of common interest would be thrashed out. All the Dominions and most of the Colonies had accepted invitations to that Conference, which should be very representative. There were at present 18 well-equipped, and staffed Research Institutes dealing with agricultural science in England and Wales, besides various institutes in Scotland.

FISHERY RESEARCH.

Mr. H. G. Maurice, Secretary of Fisheries, in giving an account of the organisations conducting fishery research, mentioned that representatives of the principal fishing Powers in Western Europe met once yearly and worked at programmes of research in co-operation. Similarly, there was already a large amount of co-operation with the Dominions and other parts of the Empire and he expressed the hope that a permanent Imperial organisation for

Bulls and Innors

From the Office Butts.

There is no truth in the rumour that nocturnal pleasures between dwellers in Humphrey's Flats, Kowloon, will in future be carried on in Esperanto.

"Newspaper Man Dies Without Warning," says a heading. Must have forgotten to write up his own obituary.

In a recent strong men's contest in New York, the winner was Mr. Ivanovitch Nieskiwitz. What a strong race we Anglo-Saxons are becoming!

If the Kowloon Ferry Company demanded photographs and fingerprints, some people couldn't make more fuss.

"Cook-Boy's Love Affairs" was a recent heading in a Northern contemporary. Most of them seem keen on mashing the potatoes.

There is no truth in the rumour that sovereigns held in stock by local banks before the fall in the dollar are to be offered for sale at their old price.

Golf's a good game if you only know what you're driving at.

Snakeskin hose are popular just now, but not with the snakes.

There isn't any low cost of high living.

Mussolini has a lot of troubles, but we doubt if he's bothered much by insurance agents.

Woman's place will soon be in the fur coat.

Happiness is merely the victory of mind over what's the matter!

If some Hongkong people loved neighbours as themselves, the neighbours would soon be killed with affection.

Some girls we know are at their best in a tight squeeze.

Whether a bob looks good or bad depends on sheer luck.

An anti-Prohibitionist state that in five years the United States will be wetter than ever. Suppose candidates won't run for Office then—they'll swim!

"Interpreter."—Seems to us that you R. Abbot of a washout.

Not "Wait and See," but Wensel see!

We hear that Macao is about to make an Exhibition of itself.

"What shall it profit a man if he go to Macao and lose his soul!"

While lecturing in a university, a professor suddenly went crazy. Perhaps he gave the students too many pieces of his mind.

Now that the bathing season is over, what are the young nymphs going to do for bugs?

To be a success, the Farling Hunt will certainly require quality as well as quantity.

The K. O. S. B. pipe band was lost on one member of the Surrey who was heard to remark that the more a pipe he had any time for was the "Ongkong Telegraph."

Running is not advisable in hot weather," states a Home doctor. We trust the new Regiment won't wear tartan breeks in the summer in case the colour runs.

Neuralgia may give one the creeps, but the Farling Hunt gives some people the jumps.

"The Man in the Bowler Hat" is the name of one of the A. D. C.'s Cabinet Minister's other day, forthcoming productions. Suppose we hasten to add that he was not there'll be keen competition for the leading role from residents of Tseung Kow.

Worst thing about fast people is that they're usually slow to pay. It can be said of the Hongkong pessimist that he's surprised when he isn't disappointed. "Government servants belong to the State," although occasionally some of them act as if the State belonged to them," remarked a

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VALUE OF CORPSES.**SHOULD BE PRESERVED FOR
EVIDENCE.**

An objection which has probably not previously been raised in the Courts of Hongkong was made by Mr. F. H. Loseby before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon when the case, in which a Chinese is being charged with murdering two other Chinese near the Western Market on September 5, was resumed.

The case for the Crown is conducted by Mr. T. M. Hazlerigg. During the hearing yesterday, Mr. Loseby raised an objection to the evidence of Dr. Craig, who performed the post mortem examination on the two dead bodies, as well as the evidence of identification.

Mr. Loseby said that his objection was based on the principle that the best evidence should be produced. He went on to say that the two bodies of the murdered man had been buried after the doctor's examination, and the best of evidence was therefore not produced.

He argued that they should have been preserved as a matter of principle so that the defence could examine them and form their own opinion.

Without the bodies there could be no charge of murder, contended Mr. Loseby. There was no evidence without the corpse. He could not say, not having heard the whole of his friend's case, of what importance the two dead bodies would be to him, but it was absolutely vital for the defence that the bodies should be in a properly preserved condition. That was a matter of principle and was always done at Home.

His Worship asked Mr. Loseby if he could quote any authorities on the point.

Mr. Loseby: I have not had a wide experience, but there was one big case in which I was involved—I was for the defence—where the body was not buried until I gave my consent.

His Worship pointed out that the doctor had said that the dagger produced in court fitted in only one of the wounds. With regard to the others he had said that they could have been made with the weapon produced.

Mr. Hazlerigg: We can dig up the body and make an exhibit of the shoulder bone. We can do it, but it is very unusual.

Mr. Loseby again repeated that the bodies had been buried instead of being preserved.

His Worship: Do you seriously think that the corpse should have been produced in Court?

Mr. Loseby: Not in Court, but for inspection by the Judge and Jury.

His Worship: If it is not brought into Court it cannot be evidence.

Mr. Loseby: The Court always moves for inspection.

His Worship: I will note your objection.

The point was left at that and the case, after further evidence, was adjourned.

THE CHINA SQUADRON.**RECENT APPOINTMENTS.**

The following appointments have been made by the Admiralty:

Midshipmen A. S. Gordon, H. A. E. Lucas and L.H.F.P. Gips to H.M.S. Hawkins from Nov. 1.

Lieutenant Commander W. N. Kingdon to H.M.S. Despatch from Oct. 6.

Surgeon Commander R. J. Inman to H.M.S. Titania on recommissioning.

Surgeon Lieutenant Commander A. W. North to H.M.S. Ambrose on recommissioning.

Paymaster Lieutenant Commander H. A. Thompson to H.M.S. Tamar from Oct. 8.

Paymaster Lieutenant A. P. Shaw to H.M.S. Tamar from October 1.

TAXI CO. SUED.**CLAIM FOR PETROL PUMP
HIRE.**

The Hongkong and Kowloon Taxi-cab Company Ltd. were defendants in a Summary Court action yesterday afternoon, the plaintiffs being the Asiatic Petroleum Company. The claims were for \$813, being balance due for oil supplied and the hire of petrol pumps. Mr. M. M. Watson appeared for the plaintiffs and Mr. Gordon Leask for the defendants.

Mr. Leask, before the case opened, tendered a cheque for \$600 on account with denial of liability. Mr. Watson said he could only accept it on account.

Mr. W. A. Nowers, assistant in charge of the Sales Department of the A.P.C. produced a statement of account rendered to defendants and said \$813 was still owing.

When pressed for payment last May, said Mr. Watson, defendants agreed to pay interest on the account on being pressed for a month.

Cross-examined Mr. Nowers said all dealings were with defendants' manager, Mr. A. H. Rowe.

Mr. Leask said he was unable to call any evidence. Mr. Rowe was away and would not be back until next Tuesday or Wednesday and he was the only man who could give evidence in connection with this case. He might agree to judgment but he (Mr. Leask) could not say.

His Honour said he would have to give judgment for plaintiff with costs. If when Mr. Rowe returned he wished to give evidence himself the re-opening of the case would be considered.

An application by Mr. Leask that the case should be treated as not heard was refused by Mr. Justice Wood, who said he would grant a stay of execution for 14 days if the judgment debt was paid into court within 48 hours.

CABLES AND RADIO.**WORKING IN CLOSE
CO-OPERATION.**

London, Oct. 29.
The Eastern Telegraph Company has entered into an agreement with Marconis to construct an up-to-date wireless station in Greece, in conformity with the recent concession of the Greek Government granted to the Eastern Company for a joint cable and wireless service.

It is understood the Company will use whichever system momentarily is best in view of atmospheric or other conditions. This development is interesting on account of Sir Denison Pender's prediction at the meeting of the Eastern Telegraph group last year that cables and wireless will ultimately "link hands" in some form.—Reuter.

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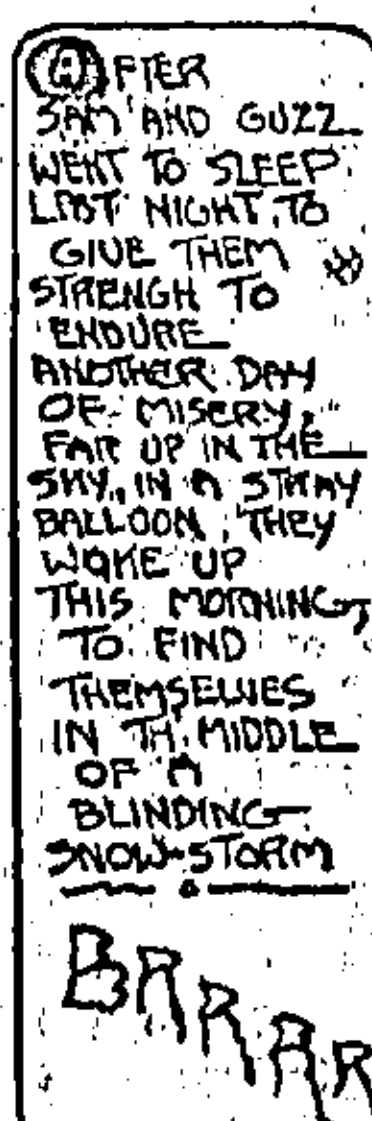
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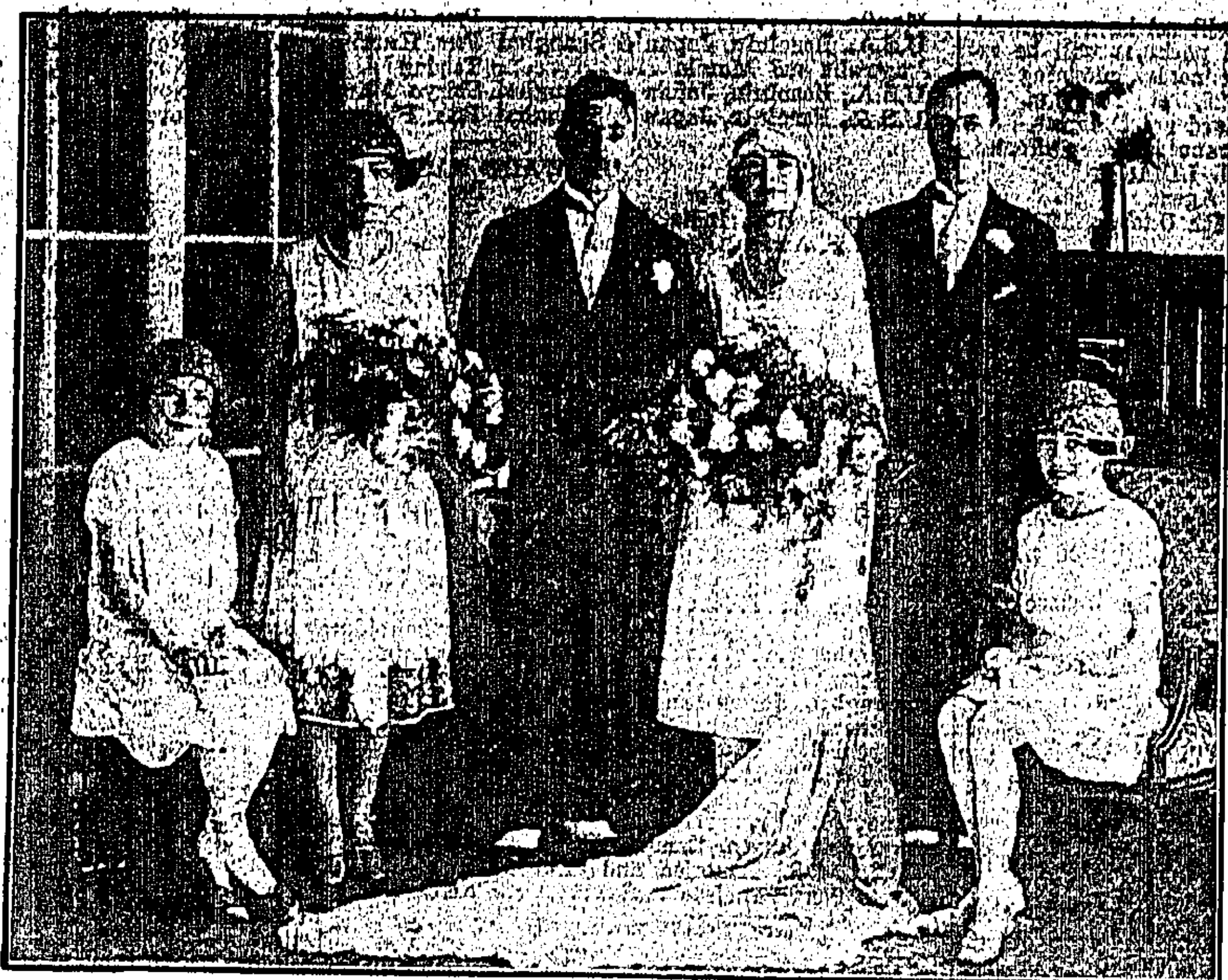
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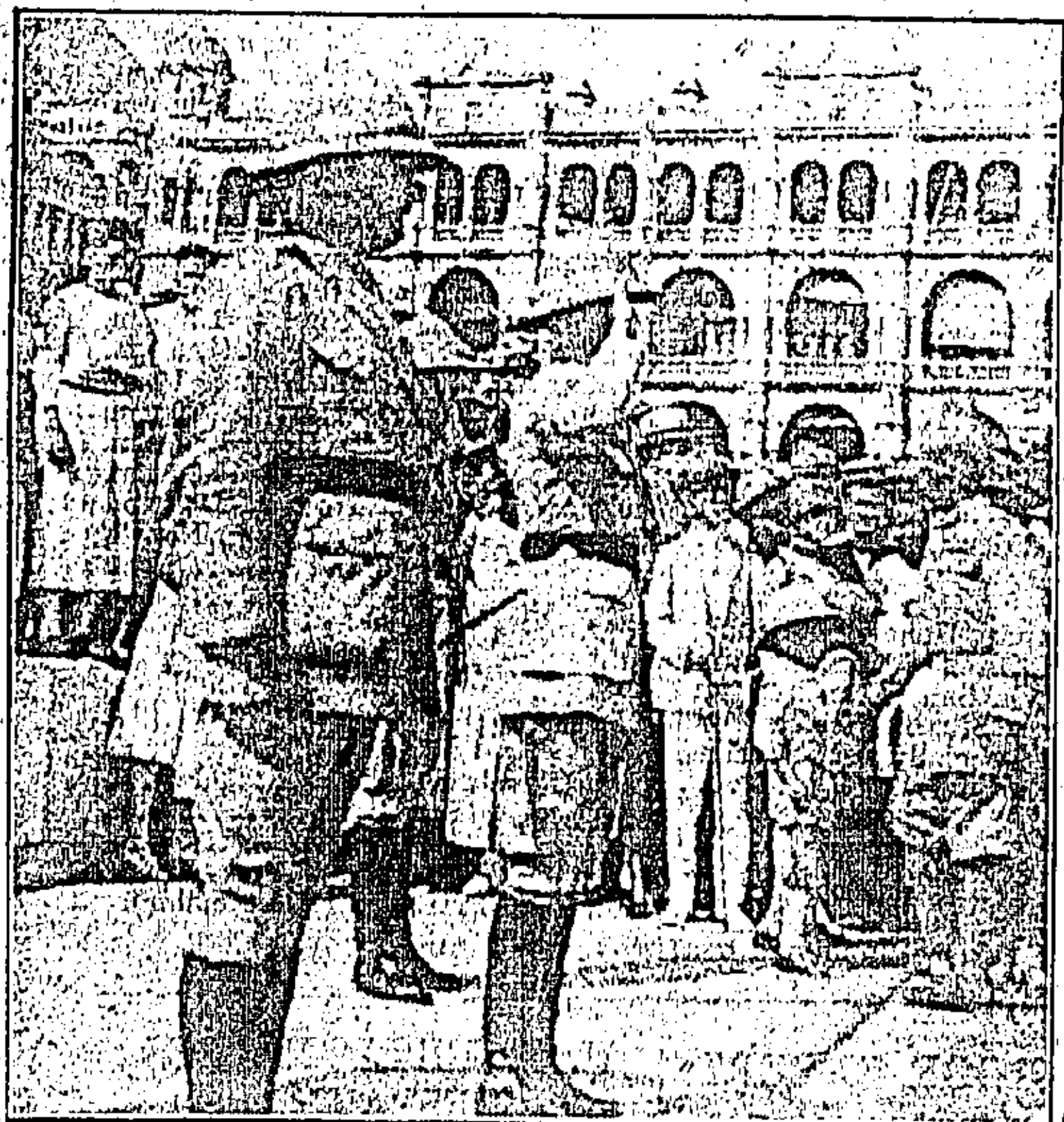
This group was taken on the occasion of the Shek O Golf Club championship contest, played last Sunday. (Photo Ming Yuen.)



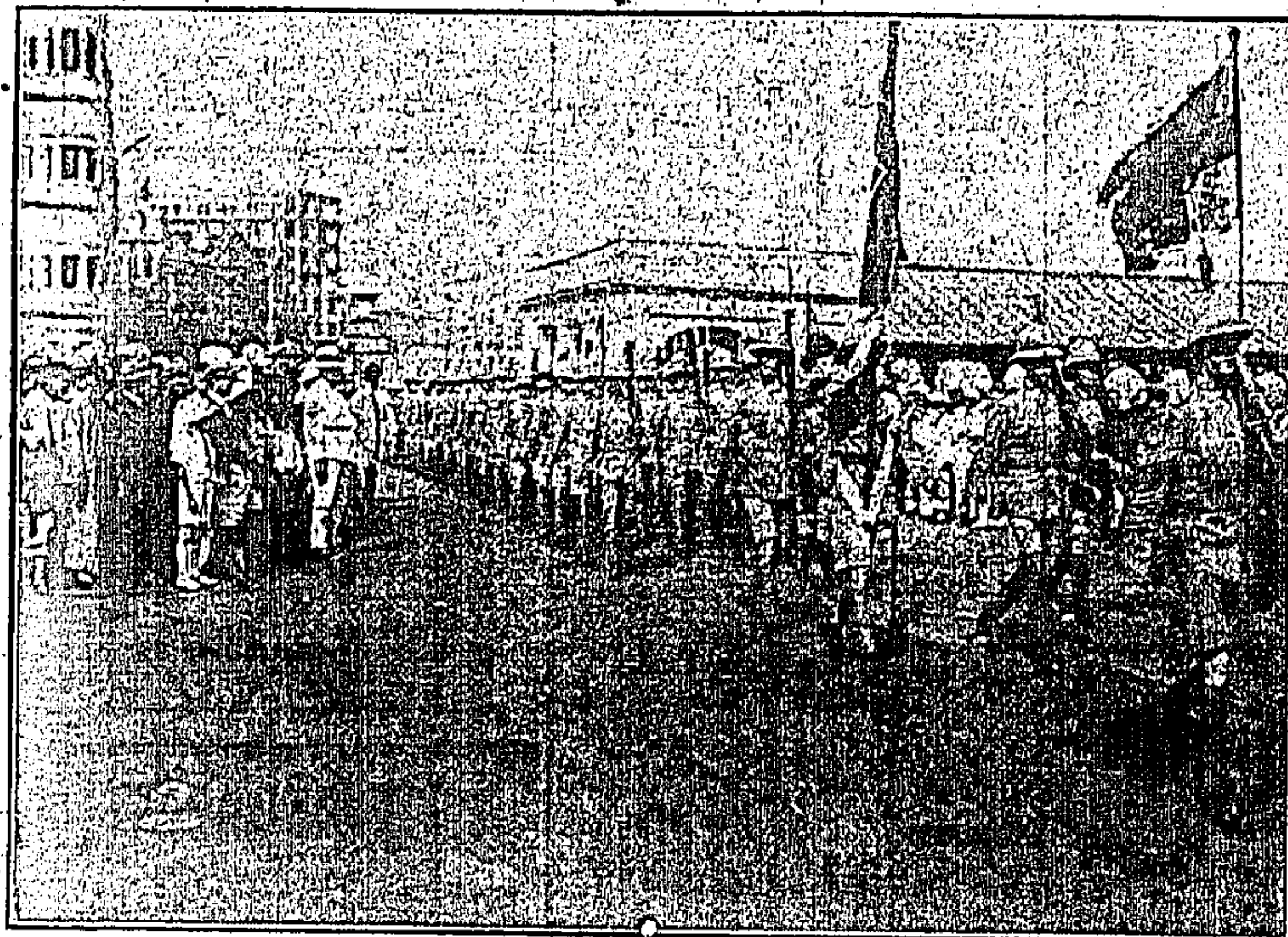
Group taken at the wedding in Edinburgh of Mr. A. Ritchie, C.A., of Hongkong, and Miss Mary Ross Burns Anderson, a full account of which appears elsewhere in to-day's issue



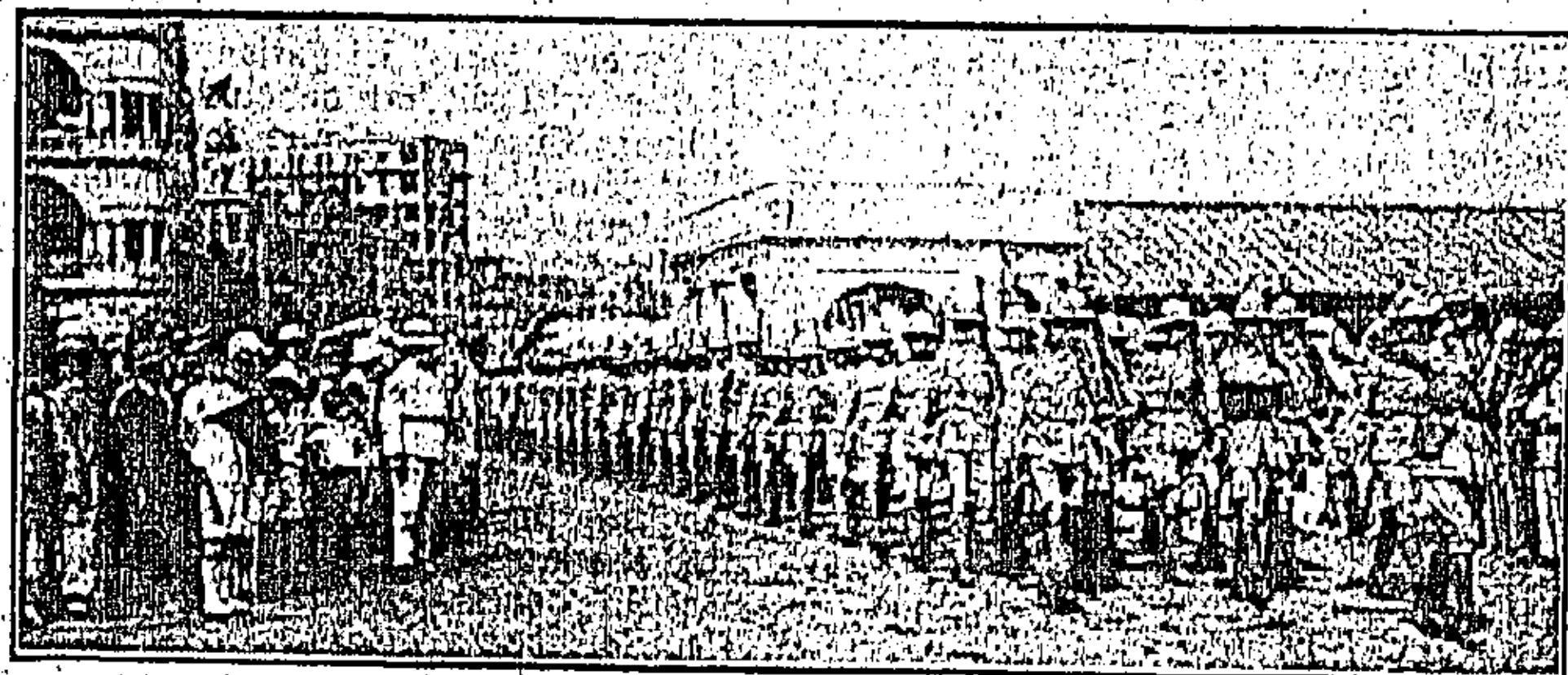
Fragment of steel from the bridge of the Wantung, the remains of a Wantung sextant, wantonly destroyed, and the small locked compartment of the ship's safe. The safe was burst open and the small compartment bayoneted as may be seen by the holes shown in the picture.



H. E. Major General Luard taking the salute at the East Surreys' good-bye march. With him is Col. Montague Bates, the Surreys' commanding officer.



The East Surreys, headed by their colours, marching along the Praya en route to the Naval Yard, where they embarked for India. (Photo: Ming Yuen.)



Two more pictures of the Surreys' good-bye march, the King's Own Scottish Borderers' band being seen on right. (Photos: Ming Yuen.)



The East Surreys' and King's Own Scottish Borderers' football teams photographed at last Saturday's match. (Photo: Moe Cheung.)



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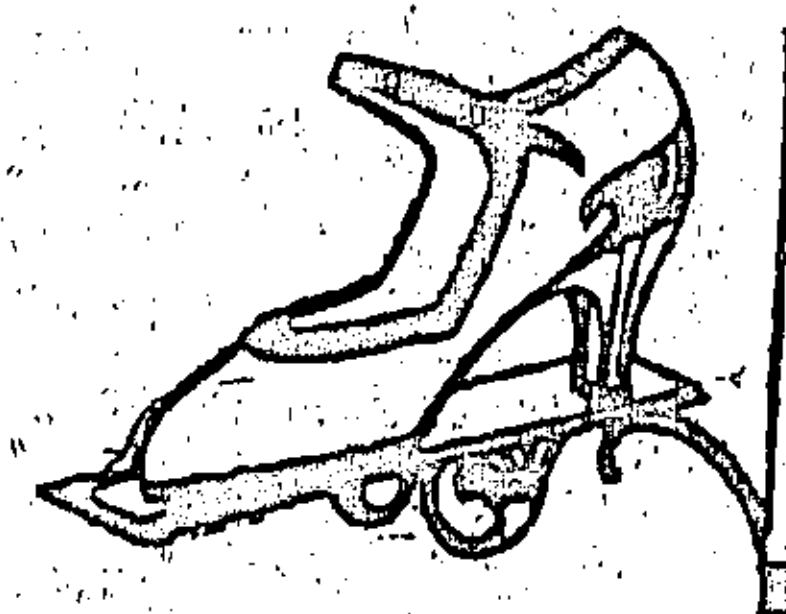
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Shoes re-covered in all colours, fabrics and leathers

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When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD
(NEXT TO WHITEAWAY'S)

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WHITEAWAY'S

OUR STANDARD VALUE IN BABY CAR

THE
"COMPACTUM"
CAR



The
"COMPACTUM"
folding car, all steel frame and tubular steel pusher. Fitted with rubber tyred wheels and leather waist strap. The seat and back are well padded with good quality leather cloth. Complete with storm apron.

STANDARD
VALUE
PRICE **\$35.00**

FIRST FLOOR SHOWROOMS
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, X.Y.Z.

POSITION WANTED.

LADY recommends excellent Baby Amah. Kowloon preferred. Apply Box No. 103, care of "Hongkong Telegraph."

SITUATIONS WANTED.

EDWARD BENTLEY, late Hydrang, will be pleased to hear from Shipping Firm, requiring competent experienced master. River or deep sea. Apply Y.M.C.A., Kowloon. Tel. K.1371.

FOR SALE.

DOROTHY ROSS is offering her present Stock of Ladies Afternoon, Evening Gowns, Cloaks, Hats, etc., at prices by much below cost to make room for further consignment of goods from Paris and London. Showing at No. 7, Duddell Street 2nd floor.

MOTOR CARS ETC.

QUICK SALE.—Austin 7 (1925) Good running order. Trial any time. Price \$800.00, Box No. 101, care of "Hongkong Telegraph."

FOR SALE.—An A.J.S. Solo, 6 H.P. Twin Cylinder. Thoroughly overhauled and in perfect running order. For further particulars. Apply to Box No. 102, care of "Hongkong Telegraph."

FOR SALE.—Triumph S. D. combination, electric lighting, perfect condition, smart appearance. Take three anywhere, \$375.00. Would sell separately. Apply Box No. 100, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Vanchal Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

TO LET.—GROUND FLOOR Offices, near Kowloon ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in IA, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—European Houses Nos. 53 & 55, Kennedy Road and Nos. 1 & 2, Broadwood Road, with all conveniences. Apply X.Y.Z. care of "Hongkong Telegraph."

TO LET.—"Huntington" Stubbs Road, Large airy rooms, car run for convenience of guests, 10 minutes from town. Apply Mrs. Matheson, Telephone Central 1038.

TO LET.—First Class European Residence 3, McDonnell Road, two storied, with gar. ge, phone, light, gas installed. Moderate rental. Apply Box No. 85, care of "Hongkong Telegraph."

COMMODOUS Ground Floors of Nos. 15, 16 & 17, Connaught Road C. and First Floor of No. 16, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

FOR QUICK disposal one No. 77 Mimeograph cost \$325.00 also one Corona Typewriter for cash immediately \$195 and \$55 respectively. Mimeograph will be kept in good order and cleaned free of charge for 12 months from date of purchase. Present owner getting larger machines is reason for disposal. Address Post Office Box 484 or Tel. C.4630.

TO LET.

BUNGALOWS, REPULSE BAY.

TO BE LET.—For particulars and order to view please apply to Hongkong Realty and Trust Company, Ltd., Exchange Building, Des Voeux Road Central, Hongkong.

NEW ADVERTISEMENTS.

NOTICE.

"FEAST OF OUR LORD JESUS CHRIST, KING."

NOTICE IS GIVEN that the celebrations will be held at the Roman Catholic Cathedral on Sunday, October 31st, 1926.

8.30 a.m. Pontifical High Mass, presided by His Lordship, Monsignor H. Valtorta.

4.00 p.m. Rosary, Procession and Solemn Benediction.

The Committee take pleasure in requesting the attendance of the Catholic Community of this Colony to these services.

KOWLOON-CANTON RAILWAY.

(British Section).

Golfers and others are requested to note that the train which formerly left Kowloon at 8.35 a.m. on Sundays will in future leave at 8.30 a.m.

By Order,

H. P. WINSLOW,

Manager.

Kowloon, 27th October, 1926.

NOTICE.

MOXON & TAYLOR

STOCK SHARE

and

GENERAL BROKERS.

CHANGE OF ADDRESS.

It is hereby notified that our office will be removed to the 3rd floor of Exchange Building, Des Voeux Road, rooms Nos. 327 and 328, as from 1st November proximo.

MOXON & TAYLOR.

NOTICE.

HONGKONG STOCK

EXCHANGE.

CHANGE OF ADDRESS.

It is hereby notified that the offices of the Hongkong Stock Exchange will be removed temporarily to the 3rd floor of Exchange Building, Des Voeux Road, rooms Nos. 301/2/4 as from 1st November proximo.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral.—Oct. 31st, 1926, 22nd Sunday after Trinity. Holy Communion (8 a.m.). Sunday School (10 a.m.). Matins (11 a.m.). Evensong (6 p.m.). Preacher at 11 and 6: Rev. H. Copley Moyle. "Collections for the Society for Promoting Christian Knowledge. Those unable to be present are asked to send their contribution to the Hon. Treasurer of the Cathedral.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, at 11.15 a.m. Subject: "Everlasting Punishment." Wednesday Evening Meeting at 8.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

NOTICE.

THE HONGKONG & CANTON

ICE MANUFACTURING CO.,

LIMITED.

NOTICE TO SHAREHOLDERS.

The FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on TUESDAY, 2nd Day of November, 1926, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from 19th October to the 2nd November, 1926, both days inclusive.

By Order of the

Board of Directors,

J. D. THOMSON,

Acting Secretary, Hongkong, 16th October, 1926.

LAMMERT'S AUCTIONS

PARTICULARS AND

CONDITIONS

OF SALE

THE STEAMSHIP "LING NAM"

Now lying in the Harbour of

Hongkong,

to be sold by

ORDER OF THE COURT

by

PUBLIC AUCTION.

on MONDAY,

the 1st day of November, 1926,

at Noon,

IN ONE LOT

by

LAMMERT BROS.

Auctioneers.

At their Auction Rooms at

8A, Duddell Street.

STEAMSHIP "LING NAM"

The Ship is a Chinese ship registered at Canton of 6218 tons. Gross and of 3748 Nett tonnage. She has accommodation for 40 First Class Passengers, 80 Second Class Passengers and 1080 Deck Passengers and is fitted with electric light and was built by Reiherstieg Schiffswerke and Maschinenfabrik of Hamburg in 1903. Length 415.7 feet. Breadth 50.7 feet. Depth 28.1 feet. Average speed loaded 12 knots.

The Ship is fitted with Twin Screw triple expansion surface condensing 577 (nominal) H. P. engines, wireless and refrigerating apparatus and is classed 100 A.1 in Lloyd's Register of Shipping and passed second No. 3 Special Survey in November, 1922. The vessel is to be sold with all such life boats, deck stores, engine room stores, equipment and fittings including mattresses, pillows and linen as they are on board the vessel.

For orders to view apply to the Auctioneers.

Apply to:—

Messrs. DEACONS,

Prince's Building,

or to

Messrs. LAMMERT BROS.,

Auctioneers,

8A, Duddell Street.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 3rd November, 1926,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable

Household Furniture,

comprising:—

Teak Hatstand with Mirror, Chesterfield Couch and Chairs, Bookcases, Desks, Screens, Carpets, Rugs, etc.,

Teak Extension Dining Table, Dining Chairs, Teak Sideboards with Bevelled Mirrors, Teak Dinner Wagon, Teak Ice Chests, Crockery, Glass Ware, etc., etc.,

Teak and Iron Bedsteads with Mattresses, Teak Single and Double Wardrobe with Bevelled Mirrors, Teak Dressing Tables with Bevelled Mirrors, Teak Chest of Drawers, Teak Chamber Stand, Toilet Sets, etc., etc.

also

A Few Pieces of Blackwood Ware.

and

One Singer Hand Sewing Machine.

One Cabinet Gramophone.

One Cottage Piano.

One Cottage Piano by Cramer.

One Cottage Piano by Montclair.

Two Enamelled Baths.

One Theodolite.

Two Perambulators.

Catalogues will be issued.

On View from Tuesday, the 2nd November, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS &

GENERAL BROKERS.

G. R. HUGHES & HOUGH

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 9th November, 1926, commencing at 9.30 a.m.

(Interval between 12 noon and 2 p.m.)

At Royal Army Ordnance Depot, Queen's Road East and Royal Engineer's Yard, Wellington Barracks.

The Following Government Stores:

Gunmetal, Lead, Brass, Steel, Wood, Tentage, Cordage, Tools, Medical Appliances, Blankets, Khaki Drill Clothing, Great Coats, Boots, Shoemakers and Tailors Tools, Mining Gear, Telephone Appliances, Nails, 40 Typewriting Machines, Wagons, Cables, Bolts and Nuts, Shovels, 1 Gig and 1 Dinghy, &c., &c.

Catalogues can be had at the Chief Foreman's Office, R.A.O.C. Depot or from the Auctioneers. Terms of Sale:—Cash on delivery. All faults and errors of description at Purchasers' risk on the fall of the hammer.

All lots to be cleared within 7 days.

HUGHES & HOUGH, Ltd.

Auctioneers.

Hongkong, 27th Oct., 1926.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

LAMMERT'S AUCTIONS.

BY ORDER OF THE

MORTGAGEE.

PUBLIC AUCTION.

Messrs. Lammert Bros., will sell by Public Auction,

on THURSDAY,

the 4th November, 1926, at 3.00 p.m.

at their Sales Room No. 8, Duddell Street.

The Junk

"LIN SHING CHEUNG,"

as she now lies in the Yaumati Typhoon Shelter.

Particulars of said Junk.

Length, 76 Feet.

Breadth, 23 Feet.

Depth, 7 Feet 2 Inches.

Registered Tonnage, 152 Tons.

i.e. Capacity 2535 Piculs.

Material, Wood.

Registered, No. T223H in Hongkong Government.

For further Particulars and Inspection Orders,

Apply to:—

Mr. G. R. HAYWOOD,

Mortgagee's Solicitor,

No. 4A, Des Voeux Road, C.

(Second Floor)

or to

Messrs. LAMMERT BROS.,

The Auctioneers,

Duddell Street.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,

the 5th November, 1926, commencing at 5.15 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps—Used and Unused.

Particulars from Catalogue.

On view from Thursday, the 4th November, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

CONSIGNEE NOTICES.

SERVICE CONTRACTS DES

MESSAGERIES MARITIMES.

Consignees of Cargo from MARSEILLES &c.

The Steamship "CHAMBER"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6.00 a.m. today requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday the 3rd November, 1926, at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the Saturday the 6th Nov. 1926 or they will not be recognized. All damaged packages will be examined on Wednesday morning the 3rd Nov. 1926, at 10 a.m. by Messrs. Goddard and Douglas. No Fire Insurance has been effected. J. LIMAGE, Agent.

Hongkong, 28th October, 1926.

FANLING HUNT

STEEPLECHASES.

SATURDAY, 30TH OCTOBER, 1926.

Saddling Bell 3.00 p.m.

First Race 3.30 p.m.

Admission to Enclosure

and

Public Stands:

Per Head \$1.00

Motor Cars can be parked on

the rail opposite the Grand Stand.

Per Car \$5.00

Members are advised that they

must show their badges to obtain

admission to the Members Enclosure.

Special Express trains to the

Races leave Kowloon 2.07 p.m.

arriving Fanling 2.34 p.m.

First Class Return fare \$1.50

Second Class Return fare 0.90

Refreshments on the grounds.

Refreshments on the grounds.

Refreshments on the grounds.

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Refreshments on the grounds.

EXPOSITION OF NEW AUTUMN MERCHANDISE AT MACKINTOSH'S

You can buy everything from Hats to Shoes at Mackintosh's and you will find shopping there so easy— a shop where you can make your purchases with ease of mind and in bodily comfort.

In each department you will find assembled a profuse range of new styles which you are cordially invited to inspect.

HATS by Heath or Scotts in the newest styles and colours. From \$13.50 each.

COLLARS of "Summit" make showing the most approved shapes, also **SHIRTS** for Day or Dress wear by the same maker.

TIES of character that will command your admiration. Many beautiful silks and designs. From \$2.50 each. Ties with Handkerchiefs to match in a beautiful range of colourings.

WOOLLIES. There is nothing to compare with the smart Pull-overs and Jerseys we can show you. The designs are exclusive and represent all the best in Scotch knit overwear.

OVERCOATS made by the famous Aquascutum House, of subtle line and exquisite finish. A coat to desire—and possess.

SOCKS. Particularly attractive are the fancy half hose. Something that will tone with any one of your suits. The same applies to Golf Hose.

SHOES. "K" Shoes in the new "Plus" fitting which ensures a perfect fit and more than that—perfect comfort.



Your needs in Underwear—Pyjamas—Bathrobes—Dressing Gowns—Slippers are amply catered for in the best makes and here again must be seen to be appreciated.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH & CO., LTD.

— MEN'S WEAR SPECIALISTS —

Alexandra Building.

Des Voeux Road.

SECRETS OF YULETIDE.

MUSICAL BOXES OF CHOCOLATES.

A Merry Christmas to you all (writes an *Evening News* representative). I repeated firmly, a Merry Christmas. And it's no use pointing out that December the Twenty-fifth is a long way off, because I have just come from a place which is simply crammed with the new crackers, paper hats, luscious Yuletide cakes and what not.

Christmas comes but twice a year. Once in December and the other time at that toothsome show which began to-day (Sept. 22)—that assembly of delights which disguises itself under the solemn name of the Confectioners' Bakers, and Allied Traders' Exhibition, Royal Agricultural Hall, Islington.

So I say again, A Merry Christmas!

When is a—?

It will interest you to know that the old-fashioned conundrum is making a gallant come-back this year. Usually, of course, you pull the cracker and find inside a slip of paper with something like this on it:

Here's jolly good health,
And roaring great cheer,
With dollops of wealth
And huge barrels of beer!

But this time you will read: "When is a door not a door?" I will not tell you the answer. That is a trade secret.

Close to the gay stacks of crackers are the Christmas cakes, marvels of icing, with tiny sugar figures of skaters on top of them, all notions round the sides: "Xmas Wishes," "Christmas Greetings," and similar epigrams.

"Daddy," said a boy, as he stared at them, with round eyes, "how long is it to Christmas now?"

"Years," said the heartless father brutally.

Clear Case For the N.S.P.C.C.

Of course, children ought not to be admitted to the Exhibition at all. It is just cruelty. It made my own mouth water, this colossal collection of chocolates, pastries, toffees, nuts, sugar and spice and all that's nice. For a child it must be terrible.

That was why, when I walked in, I strode silently past the little urchin on the pavement outside, who said, "Got a spare pass, guv'ner?"

Imagine that urchin standing in front of the long stall, which has a floor of almonds—over two million of them, all beautifully brown and tempting. It would have been enough to cast a blight on his young life. He would never have been the same boy again.

And as if the mere sight of stacked sweets wasn't enough, one man has called in the aid of poetry to attract the eye.

The Poster Poetic.

One of his posters says:—
If we're caught eating sweets in school

We give up half 'cos that's the rule,

But if it's—that we have got

Then teacher takes away the lot.
Another proclaims the following all-sufficient couplet:—

THE ONLY SWEET THAT DAD WILL EAT.

The fashion in sweets do not change very much. "Young Tommy still sticks to boiled sweets," said an expert.

"There are a few new things in chocolates though. Have you seen the musical chocolate box? It's worth seeing. It's covered in cream kid, inlaid with gold at the edges, and when you open it a gay little tune comes out of it.

"It's full of chocolates, too.

"Then there are the boxes which have a string of imitation pearls inside, as well as the chocolates. Pretty good, that, isn't it? I suppose in a year or two we shall be slipping an evening frock inside every box—it wouldn't take up much room."

A Sign of the Times.

The Bachelor Girl, according to the bakery people, is having quite a big effect on the bread trade. "I put the growing demand for one-pound loaves down to the Bachelor Girl," declared an authority.

As for the development of the fourpenny savoury pastry, that is due to the spread of the motor-plenic habit.

The motorist just buys two or three of them on his way out of

C. E. WARREN & CO., LTD. Monumental Specialists

Monumental and Memorial Work of every description carried out in Marble, Granite, etc.,

Designs, Suggestions and Estimates submitted free of charge.

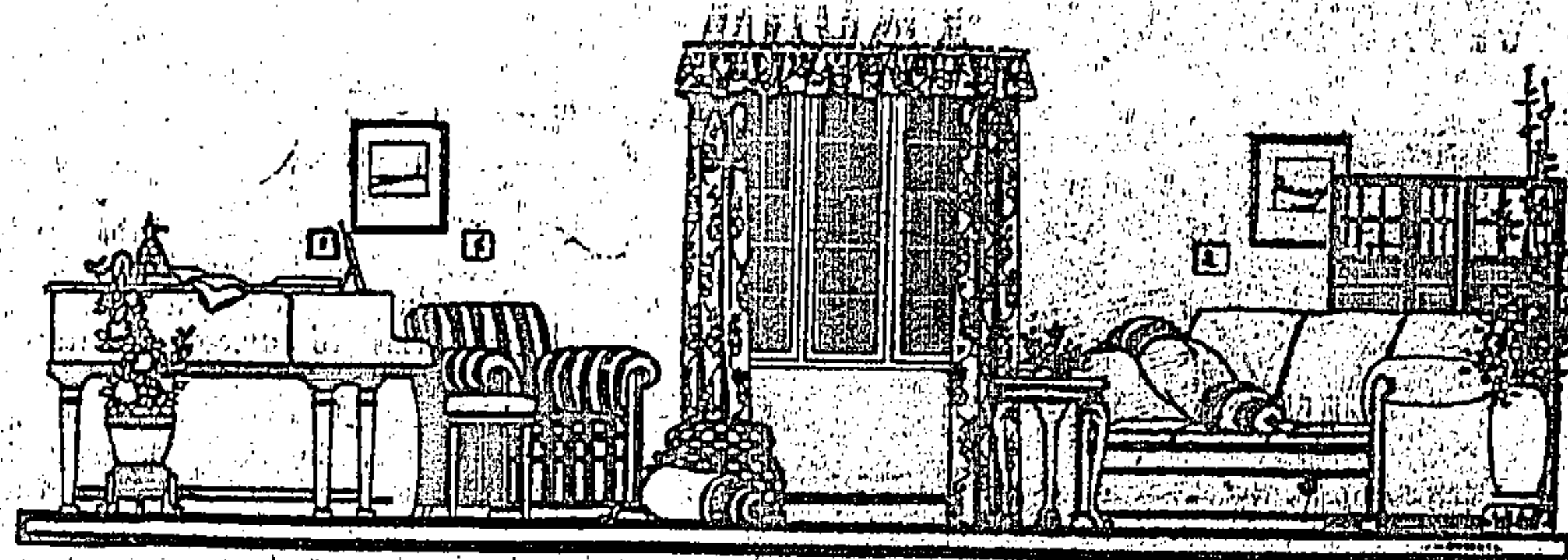
Address Enquiries to:—

C. E. WARREN & CO., LTD.

CHINA BUILDING, HONGKONG.

(Opposite side entrance Queen's Theatre)

TELEPHONE C. 269.



ARTS & CRAFTS FURNISHINGS

DESIGNS and ESTIMATES
SUBMITTED FOR
FURNITURE
CARPETS
FABRICS

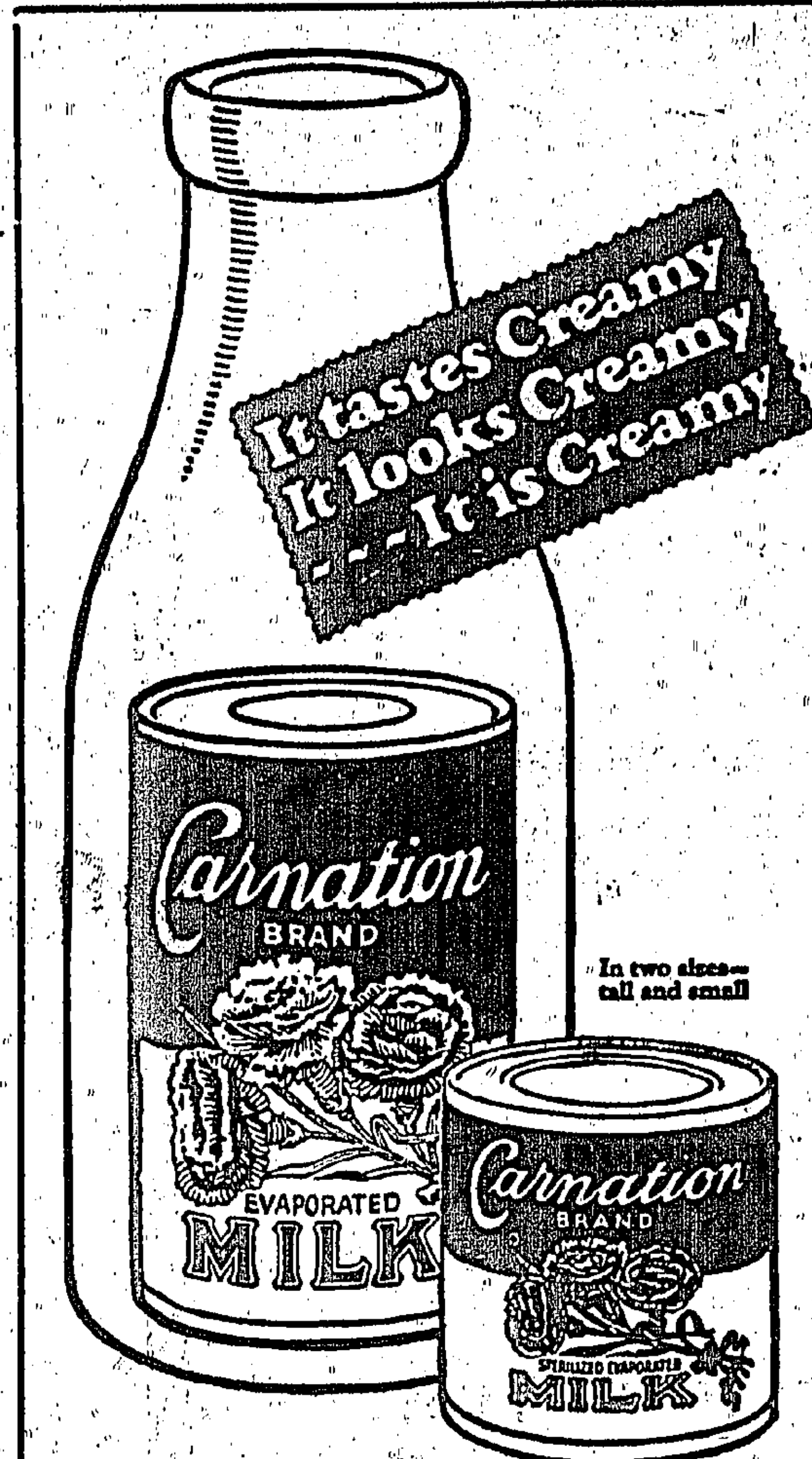
Expert advice on how to furnish with good taste and strict economy.

ARTS & CRAFTS, Ltd.

HOUSE FURNISHERS
SHANGHAI.

town. Then he feeds under the blue sky, and back in town the baker rubs his hands joyfully.

I had meant to write quite a lot about the lovely patterns in sugar—patterns as fine as lace—and the delicious cherry cakes, with cherries as big as plums, and the wonderful wedding cakes, and the pastries simply asking to be eaten. But the place has given me such an appetite that I can't stop. I am going out now to eat and eat and eat.



Distributors—

American Milk Products Corporation.

5, Duddell Street.

Tel. C. 3722.

NEW-OLD FOX-TROT.

CHARLESTON TO THE RESCUE.

How a popular dance "grows up."

In the late Victorian days, and even in the early days of the present century, the majority of dancing masters failed to recognise the fact that ballroom dancing should not be taught as though its technique were identical with the technique of the ballet.

We were invited to point our toes, make graceful little curves with them along the floor, stand in "first positions" and generally commanded to be so formal and conventional that the average young Englishman of the day came to the conclusion that good dancing was "bad form" and became first a wallflower and then stayed away altogether.

Then a few years before the war a certain set of enthusiastic dancers, declining to have their ardour damped, cast aside their instructors, danced as they themselves liked; and slowly but unconsciously began to evolve the new ballroom technique.

The new ballroom technique may be described briefly as the application of natural movement to the requirements of the ballroom. For instance, when we advance, the leg must swing forward freely from the hip and the heel must reach the ground first as in ordinary walking.

Three Stages of a Dance.

The modern technique in this country has been greatly influenced by the fact that we strongly object to making exhibitions of ourselves, and in consequence an endeavour is made to discover the very simplest and most natural steps which will carry our bodies round the room in sympathy with the Mit of the music—compatible, of course, with a certain amount of variety.

Ever since the modern technique came in, this desire for natural, simple, and unostentatious steps has been the dominant force in English ballroom dancing. At times, as I shall point out, it has been temporarily submerged in some craze of the moment, but it has always re-asserted itself.

Bearing in mind the above remarks, let us now study for a moment the "life-story" of every really popular ballroom dance. It will be found that it passes through three clearly-defined stages. These are:

First, the stage of "birth," when it first makes its bow in our ballrooms in probably a dozen different forms to discover suitable steps for the new rhythm without which no new dance is possible.

Secondly, the stage of growth, when the dominant force of the new technique begins to make itself felt and variations which are not natural, simple and unostentatious are slowly but surely dropped.

Thirdly, the stage of maturity, when the ideal steps have been found. The steps become "ideal" when their resultant combination is in complete harmony with the spirit of the times.

All my readers will easily remember and can trace for themselves the above three stages in the history of the fox-trot. There was its long-drawn-out infant stage, covering the period of the war and the hectic days of the Armistice. Then came the second stage when its freak steps and eccentricities slowly disappeared, and finally came its maturity stage when the slow competition style was finally evolved.

Once a dance has reached maturity one of two things must happen. It will remain "in statu quo" and so, failing to keep up with the moving times, it will decay and pass into oblivion; or it will absorb some fresh ideas, as the valse has done from time to time, and be re-born as a slightly changed dance.

If a dance be too standardised when it reaches maturity, it is all the more likely to pass away as it will not be so readily receptive to fresh influences.

All the time the old-foxtrot was attaining its maturity we had knocking at our doors the American version of Rhythmic Walk with its compelling faster rhythm, but the English fox-trot so truly represented our requirements of the moment that no loophole was left for the American cousin to slip in.

Quicker Fox-trots.

Unfortunately our "cracks" in the big competitions so standardised the old fox-trot that its development was stopped, decay set in, and at once the faster fox-trot seized its opportunity and stepped into the breach.

£1,000,000 LOST.

ANNUAL BILL FOR THEFT AND DAMAGE.

More than £1,000,000 is lost every year by traders, railway and insurance companies and private individuals of this country owing to goods and parcels being damaged or lost in transit.

The loss, however, is decreasing yearly, despite the greater number of articles carried, and it is small compared with America's annual bill. It is estimated that in America careless loading of trucks alone causes damage amounting to £3,600,000.

Thefts, accidents, badly packed crates and parcels, and improperly loaded trucks are the principal causes of the loss.

The railway companies of Great Britain paid out £701,000 last year in compensation for goods and property lost and damaged in transit. Insurance companies met claims for £35,000, while the Post Office admitted responsibility for £5,400.

In addition, there must be included damage to uninsured articles and to packages proved to have been packed so badly by the sender that the transport companies could not be held responsible. The annual losses caused in this way are estimated to run into hundreds of thousands of pounds.

"Compensation paid by the railways is diminishing each year," said an official of the Railway Companies' Association to a *Daily Express* representative. "In 1921 the bill was more than £1,000,000."

"Improper packing in trucks is only a minor cause nowadays, as the staffs are highly efficient. Temporary loss and theft quickly send up the bill, but pilfering is being reduced now that trucks are sealed."

A Post Office official considered that £5,400 compensation was a small amount when the number of parcels was taken into consideration. "More than 140,000,000 parcels," he said, "passed through the offices of the country last year." In 1923 there was a daily average of 1,000 breakages in the parcels post.

"We refuse to accept risks on certain articles sent by rail because they are so frequently damaged," said an insurance company official. "In the ordinary way we will not grant policies for motor-cycles, glass, china, crockery, and earthenware."

"Some articles," he added, "require a special rate. We have quoted for a box of glass eyes, and I know of a one-legged man who periodically sends a wooden leg to a factory for overhauling."

An official of Selfridge's praised the railways. "Our claim for compensation is extremely small," he said. "Far less damage is done in transit in this country than in America, where, as the rates are high, the goods are packed in lighter coverings to reduce expenses."

The over-standardisation of the old fox-trot made many of us so bored with the mechanical precision required by the modern technique with its simple, unostentatious and natural steps, that the moment the stranger had fairly set its foot within our gates we called: "The King is dead, Long live the King," and promptly proceeded to jettison technique and introduce steps every bit as freakish as were those seen in post-Armistice times.

Were the new "quick-time" and "Charleston" danced with a rhythm entirely different from the old fox-trot, undoubtedly the latter would die. They are, however, of a similar rhythm. Consequently, when the "dominant force"—the new technique—begins to assert itself and suppress the temporary outbreak of freakishness—as it is already doing—it will have all the experience gained in the days of the slow fox-trot to help it; and that is why I feel very confident that the next stage of "maturity" in the fox-trot cycle will witness a dance which is a combination of the old fox-trot with the quicktime and the Charleston.

The first step will be an amalgamation of the two last named, but all the time this amalgamation is taking place the old fox-trot will be exerting a compelling influence as the logical representative of the "dominant force"—the modern technique.—Philip J. S. Richardson in *Ex.*

B-428

This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

WARDROBE TRUNK

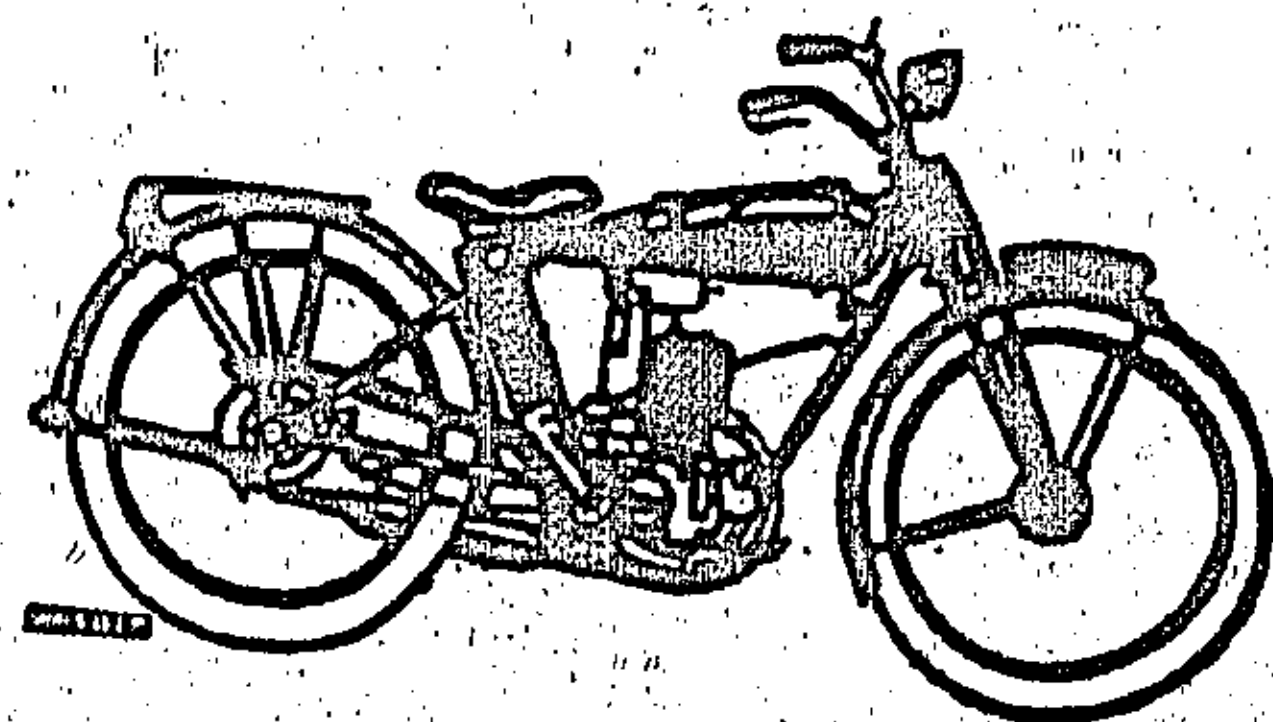


Constructed for maximum strength in every detail.

New Shipment Just Arrived.

THE SINCERE CO., LTD.

Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

\$330 CASH \$350 TERMS

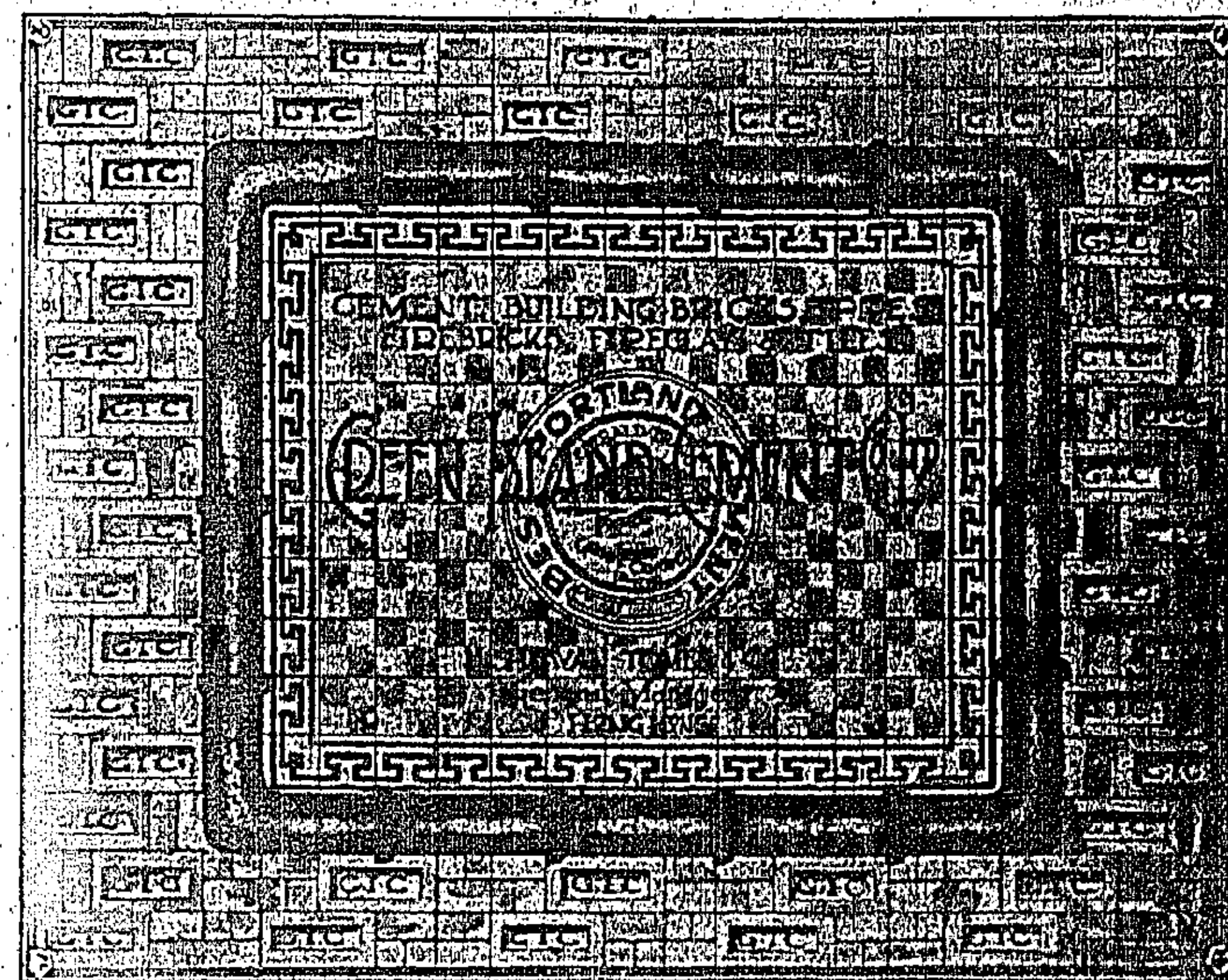
Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

PHONS: C. 1221

4th Floor, BANK OF CHINA BUILDING

6, DES VOUX ROAD, CENTRAL



GARDNER ENGINES.

ALL TYPES
AND SIZES

GAS
PETROL
PARAFFIN
CRUDE OIL
SEMI-DIESEL

UP TO
300 B.H.P.

SOLE AGENTS:—

DODWELL & Co., Ltd.

CAFE RESTAURANT PARISIEN

Unquestionably the Best Costumed and
Cleverest Show Ever Shown in a Cafe
in Hongkong

Enjoy a Perfect Dinner Amid
Delightful Surroundings
and Clever Entertainment.

TO-NIGHT

A DINNER DE LUXE

with

THE FAMOUS BALLROOM ENTERTAINERS

Mr. & Mrs. Yourlo Yourlo

IN THE

RUSSIAN WEDDING DANCE

BULGARIAN DANCE

and the ARGENTINE TANGO

Make your reservations at once

for our de Luxe Dinner

SPECIAL prizes will be given away to Lady Diners who pick
the winning number on the spot.

DINERS — \$3.00 per cover

NON-DINERS—ADMISSION \$1.00

Phone C.1576



GLAXO builds firm flesh,
plenty of strong bone,
and a sound constitution.
It contains nothing what-
ever to harm baby or cause him
pain. That is why if Baby is fed
on Glaxo he will progress
steadily day by day into happy
childhood. Give your Baby
Glaxo—the food doctors recom-
mend and give to their own
babies—the food that has
successfully reared the children
of 5 Royal Nurseries. It will
make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

RAIL FOR DEPORTEE.

APPLICATION FOR RELEASE.

Mr. D. L. Strellett, made an
application before Mr. R. E. Lind-
sell at the Central Magistracy yester-
day afternoon for bail for a
Chinese who was detained by the
Police pending enquiries for his
deportation in connection with
certain charges on which there
was insufficient evidence for the
Crown to prosecute the man.

Mr. Strellett said that all the
man's relatives had met and money
was borrowed, but they were only
able to collect \$2,000 and securi-
ties for another \$5,000.
"In taking his Worship to accept
that sum," Mr. Strellett said that
the deportee was established in
business in Hongkong and had
been in the Colony for the last
ten years, carrying on trade be-
tween here and Swatow. He was
further the secretary of a society
which was registered with the
Secretariat for Chinese Affairs,
and which assisted traders who
had business dealings with the
Colony and Swatow.

Mr. Strellett said that his Wor-
ship had power to grant bail to
a man pending deportation, after
such person had been interviewed
by the S. C. A. His client had
already been seen by Mr. Williams
of the S. C. A.

Chief Detective Inspector T.
Murphy said that the Police ob-
jected to the bail offered by Mr.
Strellett. They were asking for
\$5,000 in cash and \$5,000 securi-
ties.

A Compromise.
His Worship said that after the
S. C. A. had interviewed the man,
it was for his discretion whether
the man was granted bail or not.
He had only to fix such sum that
would ensure his attendance.

In reply to his Worship, Inspec-
tor Murphy said that it was the
opinion of the Police that if
allowed the sum asked for by Mr.
Strellett, the man would not ap-
pear.

His Worship asked what the
Police had against the man and
Inspector Murphy replied that he
was alleged to have been dealing
in forged rupee notes. The Police
had been "dealing" with him for
several weeks and he was arrested
in a Police trap but there was not
enough evidence to bring him be-
fore the Court.

His Worship: He failed to take
the bait?
Inspector Murphy: Yes, your
Worship.

Mr. Strellett (after some pause):
It appears that the Police are
afraid that he will deport himself
instead of letting them deport
him.

His Worship: But then there
will be no remedy if he comes
back. They want to take action if
he returns to the Colony.

His Worship fixed bail at \$3,500
in cash and \$5,000 in securities.

SUGAR PRICES.

CUBAN GROWERS DESIRE
RESTRICTION.

Havana, Oct. 29.
The Committee of Cane-growers
has recommended that the "Pre-
sident limit the coming sugar crop
to four and a half million tons,
and suggests that a world con-
ference be convoked to prevent
over production.

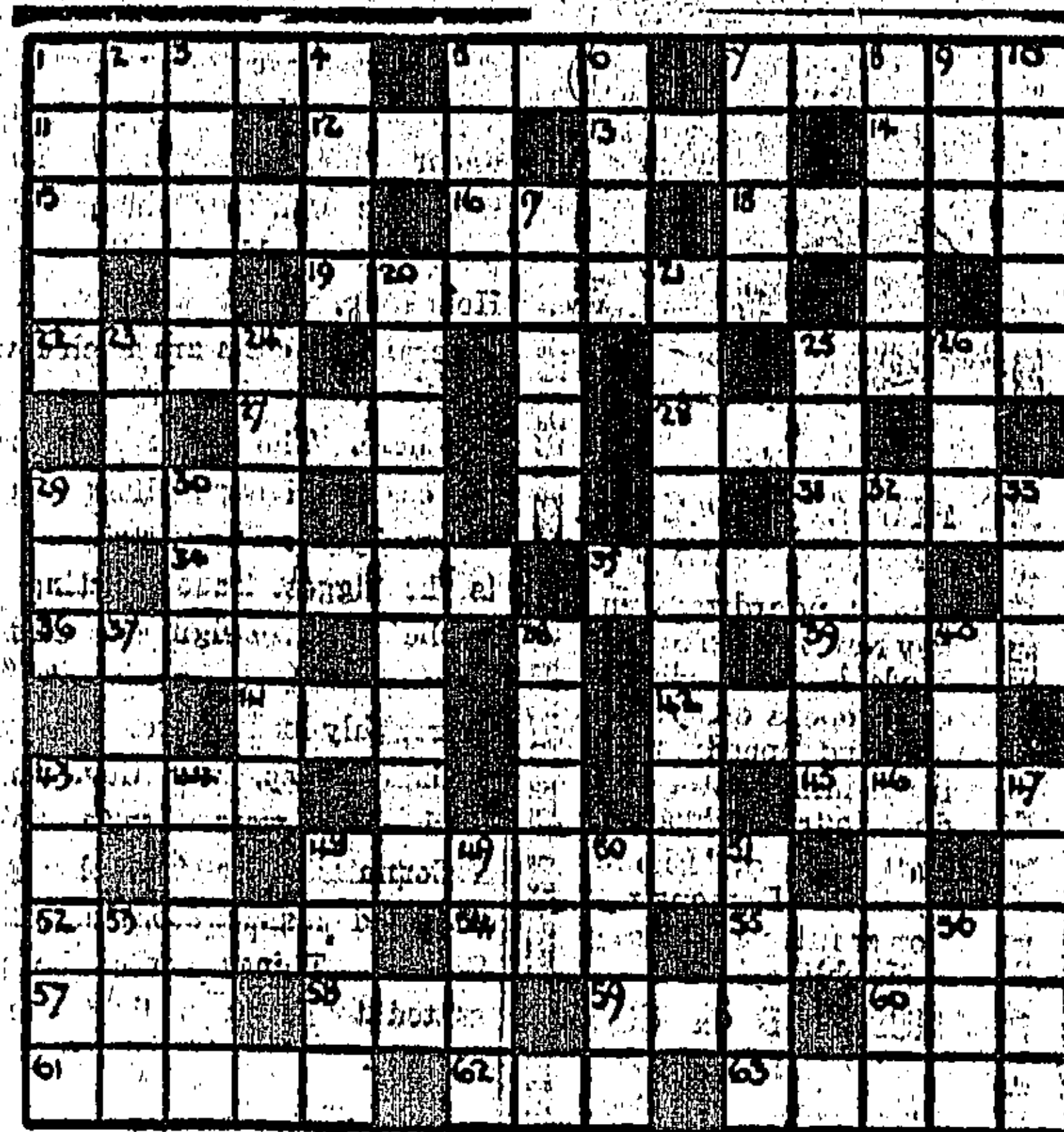
A sugar mill engineer estimates
that the hurricane will cause a
reduction of production by two
hundred thousand tons.—*Reuter's
American Service.*

OBITUARY.

SUPPRESSOR OF SAMAR
REVOLT.

Chicago, Oct. 29.
The death has occurred of Major
General George Bell, who ended the
insurrection at Samar, Philippines,
and also served in the Great War.
—*Reuter's American Service.*

OUR CROSSWORD PUZZLE.



- Across.
- Set in a row.
 - Strike lightly.
 - Frighlon.
 - Anger.
 - Roman Household deity.
 - Consume.
 - Shallow domestic vessel.
 - Earliest form of organisms.
 - Spike of corn.
 - Representative.
 - One who clects.
 - Fustened.
 - Set in motion.
 - Small insect.
 - Snake-like fish.
 - Seed of certain plants.
 - Pitcher.
 - Blood of the gods.
 - Well-known flower.
 - Have courage.
 - Funeral pile.
 - Colour.
 - Born.
 - Animal's lairs.
 - Rodents.
 - Interwoven.
 - Natural position.
 - Employ with diligence.
 - White poplar.
 - Period.
 - Employ.
 - Rodent.
 - Negative prefix.
 - Exchanges for cash.
 - Deer.
 - Exultant.
- Down.
- Correct.
 - Part of verb "to be."
 - Courage.
 - Otherwise.
 - Perennial plant.
 - Lively.
 - Celestial body.
 - An opening.
 - Moved quickly.
 - Come in.
 - Dramatic performer.
 - Resembling a stone.
 - Gestare of respect.
 - Cold sweetmeat.
 - Those who dance.
 - Seen on railway track.
 - Anger.
 - Wicked.
 - Tune.
 - Distorted.
 - Deer.
 - Consumed.
 - Track.
 - Decompose.
 - Valley.
 - Pertaining to the navy.
 - Centre of amphitheatre.
 - Landscape.
 - Additional.
 - One who imitates.
 - Ancient Syrian town.
 - Era.
 - Before.
 - Distinct portion.
 - Yesterday's Puzzle.

CORACLE EARNEST
OAST ALGID EMIR
MR RACA KERBRE
P TO ONION US M
IS POND NOEL MB
LAMA T I T ARIL
EM PLACE ADARNE
BE HATS ACREOE
WU HATS ACREOE
ARIA OPERA PAWL
IS NAPE BUBO SA
W PA ACRI CA G
OR PART TATH TI
DOSL CRUT AXIS
ECORCHE REALIST



ALBERT

Only French Restaurant in Hongkong where
the cooking is done by a French Cook Chef.

TIFFIN - - - - - \$1.00

DINNER - - - - - \$1.25

For the best food and wine, where shall we go?

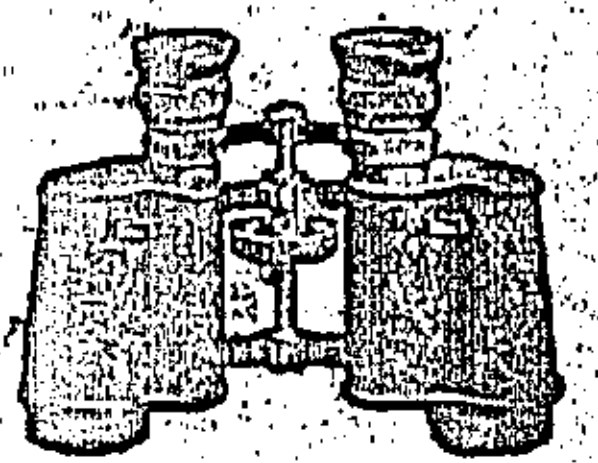
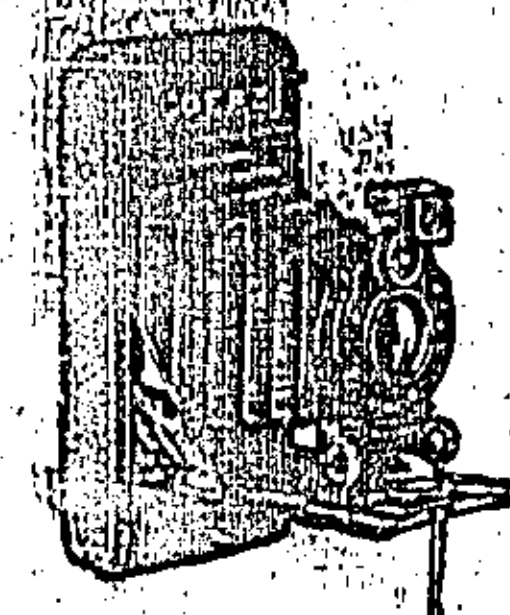
To ALBERT'S!

22, Queen's Road, Central Opposite H'kong Hotel Building

COME AND INSPECT

The best cameras and binoculars in the WORLD.

GOERZ GOERZ

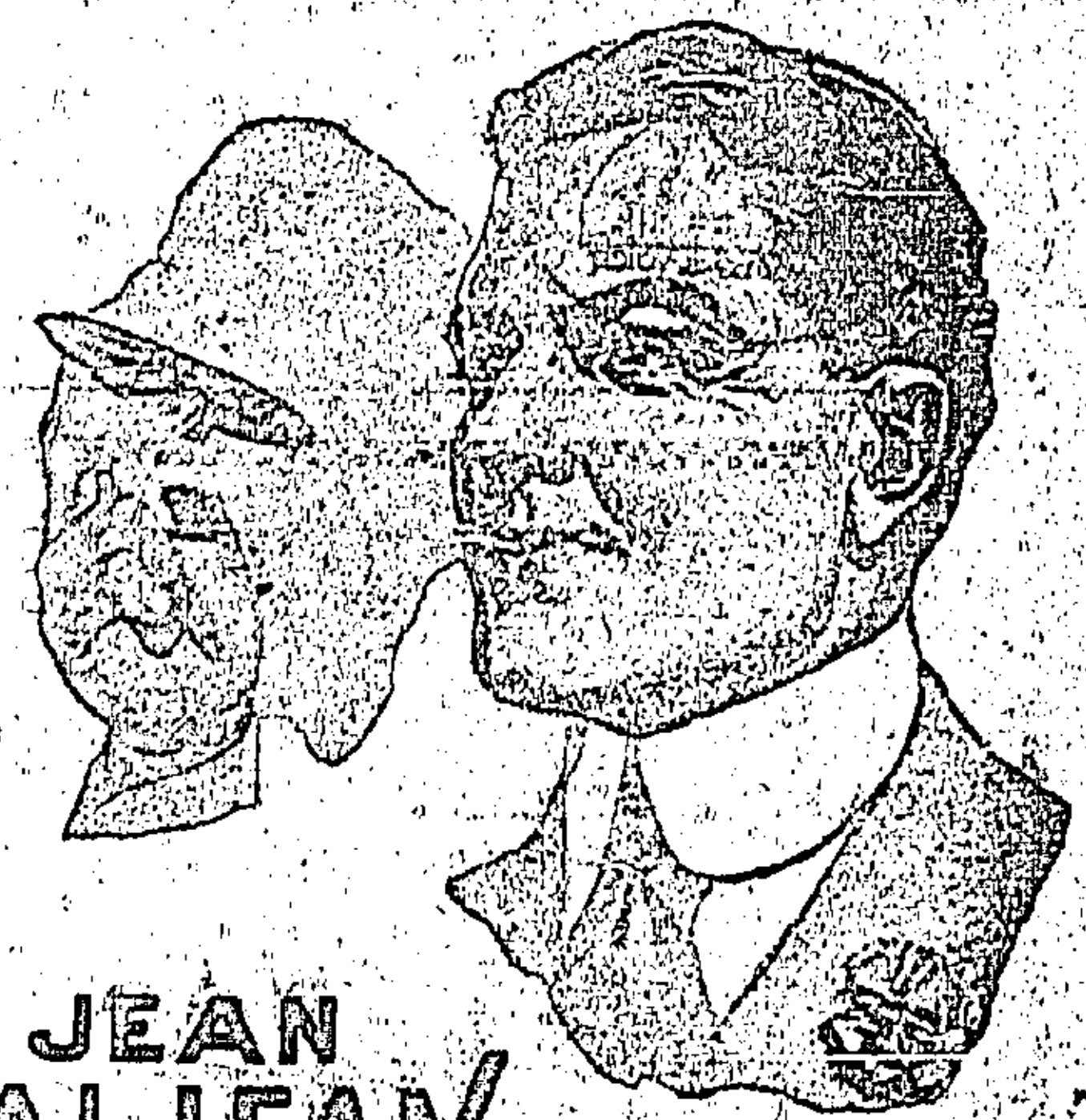


Specialists For Tourists' Developing
and Printing.

HALL, LAW & Co., Ltd.

PHONE 3217

30-32, DES VORUX ROAD, C.



JEAN
VALJEAN
"Truly a Cigar"

ABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

FRECKLES AND HIS FRIENDS.

Getting It Straight

By Blosser.



The proof of the
pleasure is in
the eating!
NESTLÉ'S CHOCOLATE



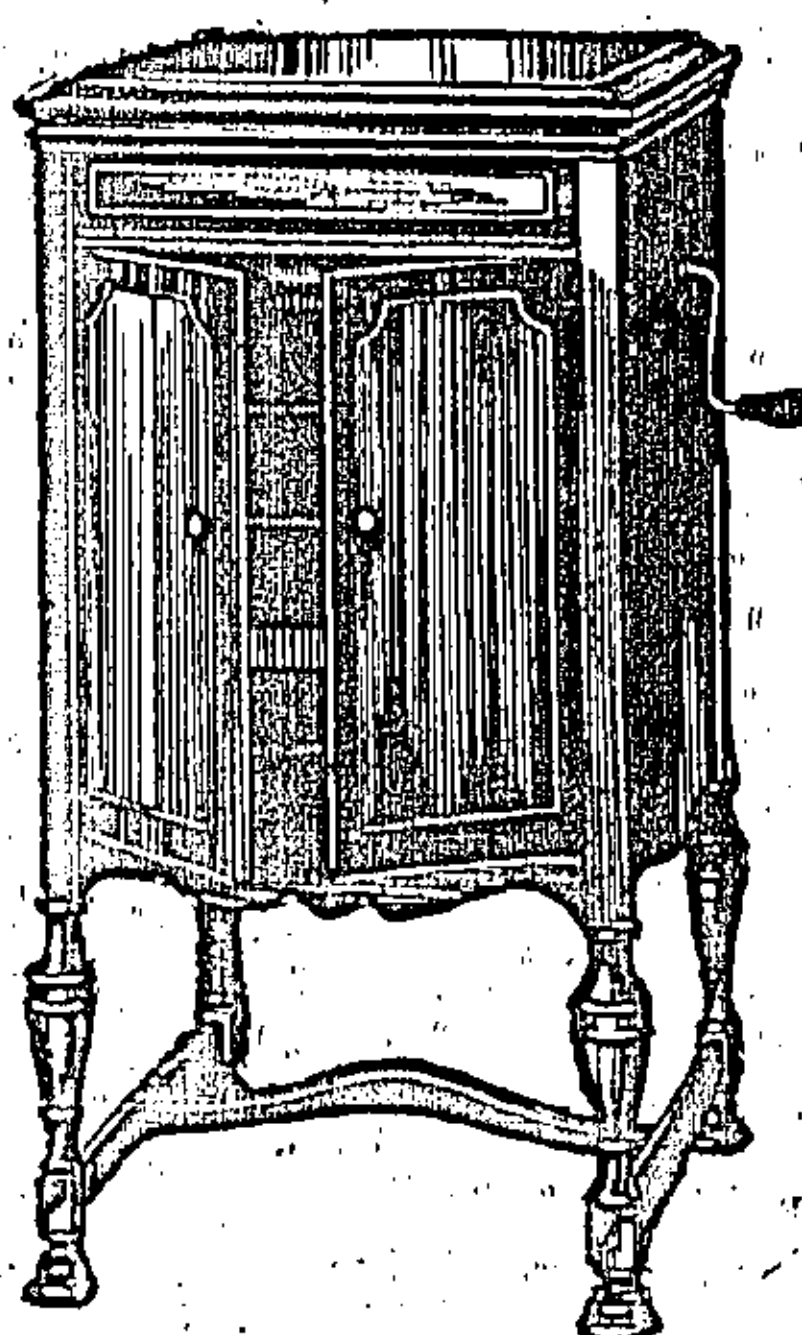
WATSON'S E WHISKY

Blended where it is distilled, and Bottled
where it is blended—In SCOTLAND.

A Skilful blend of the finest matured
Highland Whiskies. A happy result
of long years of experience in distill-
ing and blending; with a fine flavour
that cannot fail to assure appreciation
from the most discriminating palate.

A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
Alexandra Building Phone C. 616.

Richness
of
Tone



CONSOLETTA

After long experiment, the Victor Company has created
in the Orthophonic Victrola, an instrument whose tone
is ideal for the home. There is no blaring, no harshness.
The tone of the Orthophonic Victrola is rich, clear and
full—the tone of realism. We invite you to call and
listen to this wonderful instrument.



S. Moutrie & Co., Ltd.
Victor Distributors.

AN APPRECIABLE GIFT for the Folks at Home—

AT A MINIMUM COST and A MINIMUM AMOUNT
OF TROUBLE.



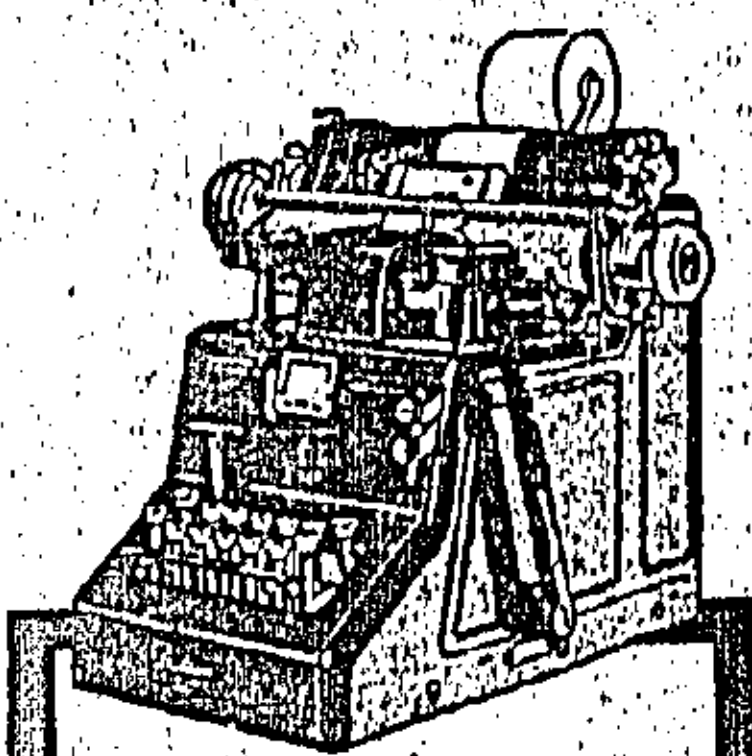
Send us a full address for despatch, and we
guarantee delivery to any part of the United
Kingdom at the following prices INCLUSIVE:

CRYLON TEA — 6 lb. Box (7 lbs.) \$ 9.50
GUMSHAW BLEND — 6 Catty (7 lbs.) \$11.50
HANKOW TEA — 6 Catty (7 lbs.) \$12.00

NOTE:—Xmas mail goes Home about Nov. 13.

Lane, Crawford, Ltd.

TEL. C. 4567.



HAVE FIGURE FACTS ALWAYS READY

The standardized ten
key New Dalton Super
Model is so simple, so
easy to operate, so dur-
able and speedy, that
it will immediately re-
duce your overhead.
Call, write or Phone
C. 1186. Demonstra-
tion or full particulars
—No obligation.

**MUSTARD & CO.,
LTD.**

(Incorporated under Com-
panies Ordinances Hong-
Kong.)

Alexandra Buildings,
Des Vaux Road Central.

The Telegraph

SATURDAY, OCTOBER 30, 1926.

HIGHER PRICES.

There is at the moment evidence
on all hands that many local
compradore shops, giving as their
reason the low exchange value of
the Hongkong dollar, are seeking
to raise prices on practically
everything they sell. Not only do
the notified increases refer to im-
ported tinne goods, but also to
locally-produced commodities,
smokes and drinks. In some
instances the variation between
the new and the old prices is not
very marked, but in others there
is an advance of from fifteen to
seventeen per cent. at least. What
is more, some of the shops state
that if the dollar continues to fall,
further increases will have to be
imposed.

To the average householder, the
cost of living in Hongkong is
already quite high enough.
Indeed, many married couples find
it increasingly difficult to make
ends meet. These increases, with
the possibility of more to follow
later on, are therefore causing
considerable concern in numerous
European households, and there
is a growing public feeling that if
shops are likely to exploit their
customers by charging unwarrant-
ably high prices for the common
necessities of life, the authorities
should intervene and protect the
consumer. Such a course would,
admittedly, have its difficulties,
but those who plead for protection
cite the action which the Govern-
ment took when it was evident
that certain unscrupulous land-
lords were putting up rents be-
yond a fair level. They say that
profiteering on food supplies is as
much a subject for Government
intervention as is profiteering on
rents; and the argument certainly
has its strong points. The situa-
tion most decidedly needs watch-
ing in the interests of the public.

Time and again it has been noticed
in this Colony that prices are
raised on the least pretext, and
that, once up, they seldom revert
to the old rates. In the present
situation, the low exchange value
of the dollar, has certainly not
been operating sufficiently long to
warrant the imposition of higher
prices on imported goods, whilst
there is no excuse whatever for
putting up the rates on locally-
produced commodities.

Hongkong has the distinction of
being one of the most expensive
places in the world in which to

live. Shanghai, we see, has just
been complaining of its high
rents, it being said that many
foreigners have to pay away as
much as one-third of their salaries
under this heading. Many
instances of a much higher ratio
than that could be cited from
Hongkong, whilst we know that
general food costs are much lower
in the Northern port than they
are here. The whole subject of
the cost of living in Hongkong is
becoming growingly serious. It
is the biggest issue affecting the
public here, foreign and Chinese
alike. And it needs to be
thoroughly looked into. As a pre-
liminary step, the Government
might do far worse than to appoint
a Commission to study the ques-
tion and make recommendations
thereon. Things cannot be per-
mitted to go on as they are at
present.

The Miners' Chance.

Although there are very many
people who think that the Govern-
ment at Home might have taken
a more helpful attitude regarding
the settlement of the coal dispute
than the mere washing of hands
by the Premier, there can be none
to gainsay the fact that the Gov-
ernment cannot force the owners
to work their mines at a loss or
compel the miners to work for
lower wages or longer hours than
they stipulate. The Government's
last suggestion has been turned
down and there is a great deal to
be said in support of the Premier's
contention that the Government
cannot do more than wait until
either of the parties come forward
with practical suggestions. Mr.
Winston Churchill, who was
apparently speaking for the
Government, has now said that the
Government is prepared to give
the miners a "final chance," and
that if the miners can make a
proposal touching the real prob-
lems and difficulties of the
situation which the Government
can endorse as being reasonable,
then the Government is prepared
to carry forward that suggestion
irrespective of the opinions of the
owners. That is an offer which
ought to bring a generous and
well-considered response from the
miners' leaders. Of course, there
is a very wide gulf of difference
between the miners' leaders
who so far put forward and what
the present Conservative Govern-
ment might consider "reasonable"
but there is once again presented
an opportunity for the miners'
leaders to drop their policy of
obstinacy and genuinely seek a
compromise. No-one will doubt
the sincerity of Mr. Baldwin and
on one now doubts the tremendous
harm being done to the country
by the prolongation of the
struggle. With the winter
settling in earnest, it will soon
be a vital matter of the health and
comfort of the whole community,
and it is quite possible that unless
the working-classes can buy coal
at a reasonable price, there will
be much unrest. It will be a folly,
however, if the miners' leaders
seek to exploit that fact too far.
Better would it be for them to
sacrifice some of the little dif-
ferences that remain and get the
miners back to work.

EXCHANGE RATES.

Paris	153 1/2
Brussels	84.85
Amsterdam	12.12 1/2
Berlin	20.38
Copenhagen	18.23
Vienna	34.34 1/2
Helsingfors	192 1/2
Lisbon	217/32
Buenos Aires	45.13/16
Shanghai	2/4 1/2
Yokohama	2/4 1/2
Manila	26 1/4
Cebu	26 1/4
Stockholm	18.35
Oslo	19.45
Prague	103 1/2
Madrid	35.94 1/2
Rio	625/8
Bombay	15.29/32
Hongkong	1/10 1/2
Silver (forward)	24 1/2
Silver (backward)	24 1/2

At the China auction, rooms yes-
terday, Mr. E. V. M. R. do Sousa,
sold No. 64 Peel Street, to Mr.
Li Chan-shui for the price of
\$16,000; the upset being \$10,000,
with bids of \$200 acceptable. The
property consists of an area of 818
square feet and was a popular lot.
On two occasions bids of \$1,000
were offered and two bids of \$2,000
were also made.

LIVING ON £700 A YEAR.

Can It Be Done in England?

As was the saying so the saying
is now, and ever more shall be.
Thou art delivered to thine own
keeping.

Only thyself hath afflicted thee.
It began during dinner, and we
wondered how many other couples
were thrashing out the same prob-
lem with the gloves off, and the
sleeves rolled up. The plain truth
is that we cannot live on our
market value! Earning capacity
is one thing, and "opportunism"
is another. We all like to think our-
selves in the latter category be-
cause there is a curious fictional
hold about the Far East Walling-
ford, who "get rich quick."

Since those days of peaceful
progressive prosperity prior to
1914, old and young have been
living on the assumption that they
have only to hold on long enough
to become wealthy. They never
analyse this conviction. It is in-
grained. "As soon as we are
through the war," says the tai-
wan, "the whole world will be hungry
for goods." "As soon as this jolly
old war is over," says the junior,
"I shall get bonuses." They were
both right. What is more, if they
were as far-seeing in the spending
of their wealth as they were in
counting their unhatched chickens,
they laid a nest-egg at Home at a
high dollar, and are still solvent.
This problem does not concern
them just yet.

The man who is really standing
with his back to the wall is now
aged somewhere between thirty-
two and thirty-five. He finished
some course of training during
1914, and got his first job. He
joined up at the beginning of the
war. He was twenty-one and
possibly engaged. He survived
many things. He married in 1917.
He left the Army in 1919 with the
rank of Captain or Major. He
was then a travelled, experienced
man of the world, having lived
amongst men from all quarters of
the Dominions. He had carried
the lives of these men on his stop-
watch every zero hour. His
health is still good, his nerves are
pretty fair, considering. His only
boast is that he intends to become
a Special Constable in the next
war. He reaches out into life,
eager to substantiate himself, and
his wife, on a road inhabited by
old friends and new. All he
craves is a living wage and securi-
ty. At the Headquarters of his
1914 job, he enquires about his
first post. "Oh yes! James, 'Old
One-Eye' as we used to call him,
he succeeded you. He got on
well; quite a big man now, never
seemed much of a chap but the
years of responsibility during the
war made him take life seriously.
Worked pretty hard, and now he is
sub-manager. Losing that eye at
Rugger was a blessing in disguise
to him. You want to come back?
Yes, I quite see that, but there
is a catch in it. You know, you
are twenty-six, and we have plenty
of students applying here with
your qualifications, aged twenty
or so, and they can live at home,
or on £250 a year in rooms."

The man comes East. His pay
is very little more, but he has
heard fairy tales of his prospects.
Some Fairy Tales are Grimm. A
temporary boom gives a small
relief. He manages to pay his
wife's fare Home when a baby is
born. They have been married
five years and they argue that they
have a right to a child, even
though they cannot afford it.
They are wrong. No modern
young couple has a right to a
child on a speculative basis.

After ten years of married life,
these young couples sit with us
around that mystic dinner table
awaiting our answers to those
questions at last put bravely and
squarely to the test.

Can you live in Hongkong on
seven hundred dollars a month,
and keep your wife and child
at Home for one year in five?
Can you get a job at Home
worth £700 a year, and can you
live on it if you get one?

We sit together at that table far
into the night, and the ghostly
presence of those others presses
round about us, leaning over our
shoulders sighing and laughing as
the items appear.

and hospitals are a certain, rather
than a problematical, cost in
Hongkong. When we realised
that it would take at least four
hundred and fifty dollars a month
to keep half the family in Eng-
land, we were all convinced that
the East was a hopeless proposi-
tion for the man without capital.
We said we would just work out
the cost of living in England and
then pack. This is what we
found.

Living on £700 a year on the
outskirts of any large town, such
as London or Manchester:
Income tax with rebate for
one child 2130.
Rent unfurnished 100.
Rates 40.
Insurance 1% on £1,000
and 43% Life ditto 45.
1 indoor servant or daily
woman 40.
1 nurse or governess 45.
Food for five at 21 a week
Clothes for 3 100.
Coal, Light, Gas @ 25/- a
week 65.
Heavy laundry @ 10/- a
week 25.
Railway fare to work @
10/- a week 25.
Lunch and town expenses
@ 2/6 daily 39.
Chemist @ 4/- week 10.
Cleaning and renewing
materials @ 5/- week 12.
100 cigarettes weekly at
6/- = £14 a year. Tobacco,
etc. 20.
Whisky, gin, 2 bottles each
a month 30.
Beer, 6 bottles weekly @
8/- a dozen 10.
1 Library subscription 2. 2s.
Newspapers, Times 7 days:
periodical 8.
Wireless 15s.
Golf, Subscription, Balls,
Caddies, Fares, Food,
Clubs 52.
If no use going on any further
—it adds up to £1,055.17.0 now.
One of the ghosts asked what had
been left out, and the answer came
back quickly enough. "Just all
the things that keep getting left
out here in Hongkong,—doctors,
dentists, fares, the child's educa-
tion, stamps, writing paper, holi-
days, entertaining and the dog
licence."

Simultaneously we became
irritable. How can mere figures,
sketched on a column of paper
produce so many emotions in one?
First a desire to bully them!
shake them! Get hold of them
and shake some sense into their
silly futile curves. Three quar-
ters of the country must be living
happily on less than seven hun-
dred a year, and yet, according
to this slip of paper, it goes once
and a half times before life has
begun to take shape.

How are the vaunted middle
classes of England standing up to
the impudent attack of this
iniquitous collection of gnomes.
Evil fairies they must be! Or is
it a dream? If it is not a dream,
how are all the women at Home
so well dressed? Where did
Robinson buy that smart little
two-seater, and who paid for
Jones's second baby? Mrs. Smith
gives those jolly little Saturday
night dinner parties, and keeps a
gardener four days a week.
Smith is always holding forth on
the true economy of buying the
best at the beginning, and I am
sure he is right; I am also sure
that his pay is something under
eight hundred a year.

It's perfectly obvious that none
of these items are adequately re-
presented. Food at a pound a
week per head, when a ham costs
fifteen shillings! The only item
that can be called an extravagance
is golf, and a man must have some
relaxation. The only luxury for
the woman is,—where is it? A
share of the gardening which must
pay for itself, with ten hours of
washing and ironing a week as an
extra; clothes to make and a desire
to earn money eating into her
soul.

The conclusions are these:—
We cannot afford to live in the
East because we have no savings
for accidental expenditure. We
cannot live in England because we
must not only fight the war, but
pay for it afterwards by income
tax. We have lost five years
irretrievably, and must therefore
retire that much later, and we
have committed the fatal error of
allowing ourselves one child,
which necessitates a home as
opposed to hotel life for its up-
bringing.

The solution might lie in every
garden-city subscribing to a whole
day or half day garden school,
where, for a small sum, a mother
could leave her child at 8.30 a.m.
and fetch him later on payment
of a reasonable sum. This
scheme not only benefits the only
child, but it allows the wife peace
of mind to run her house.
Possibly it gives her time to earn
that extra hundred pounds a year

DAY BY DAY.

IF YOU WANT TO SUCCEED IN THE
WORLD YOU MUST MAKE YOUR OWN
OPPORTUNITIES AS YOU GO ON.—
John B. Gough.

The Hon. Mr. W. T. Southern has
been appointed Chairman of the
Licensing Board.

Mr. C. G. Alabaster has resigned
as an elected member of the Licen-
sing Board, but has been appoint-
ed Vice-Chairman thereof.

His Excellency the Governor has
appointed Dr. George William Pope
to act as Medical Officer of Health.

A Reuter's telegram received
from Peking states that Bishop
Scott, who was captured by bandits
in Shantung, has been released.

His Excellency the Governor has
appointed Mr. T. M. Hazierig, M.
C., to be Treasury Solicitor, in ad-
dition to his other duties.

"A Lecture Coor."—This matter
has already been well-ventilated and
we do not think any useful purpose
would be served by publishing your
letter.—Ed. "H. K. T."

For the theft of a quantity of
solder and lead, the property of the
Telephone Company, a Chinese boy
was ordered by Major C. Willson
to receive ten strokes with the
rattan this morning.

A bankruptcy notification states
that a first and final dividend of
\$10.20 per cent has been declared
in the case of the Hing Loong
Shing Kee salt fish dealers, of
15 and 16 Mui Fong Street.

It is hereby notified that, at
the expiration of three months,
the China National Tobacco Com-
pany, Ltd., and the Nam King Re-
staurant, Ltd., unless cause is
shown to the contrary, will be struck
off the register and the companies
will be dissolved.

Our Cologne correspondent says
that the Wiesbaden-Calais express,
the official "leave train" for the
Army of Occupation, will be dis-
continued early next year. The
date provisionally fixed is
February 12. This step is being
taken owing to the severe financial
losses which the service entails.

Latest reports make it clear that
the animal caught in the New Ter-
ritories a couple of days ago was
not a tiger, but a cheetah. It was
sold in Yumtati for \$100, for ex-
hibition purposes, but has since
been removed to the Police Station
there, where it has been placed in
a large cage.

It is notified that information
has been received from H.B.M.
Consul-General, Bangkok, to the
effect that all persons entering
Monthon Krungthep on vessels
arriving from Hongkong will be
subject to vaccination unless they
can produce satisfactory evidence
of successful recent vaccination.

On 1st November, the office
of the Treasury Solicitor will
be opened at Post Office Build-
ing, Second Floor, and all
communications with regard to
arrears of Crown Rent, Rates or
other revenue should thereafter be
sent to the Treasury Solicitor at
the above address instead of to
the Crown Solicitor.

In aid of the funds of the Police
Branch of the M.C.L. a fancy dress
dance was held last evening in the
Gymnasium at Police Head-
quarters. There was a large at-
tendance and the dance proved
very successful and enjoyable.
Many original costumes were seen
and, late in the evening, prizes
were awarded.

The Health Bulletin of Eastern
Ports published by the League of
Nations for the week ended Octo-
ber 23 shows the following cases
of infectious diseases: Plague, at
Tamatave one case, at Mauritius
two cases, and at Rangoon one
case. Cholera, at Calcutta 15
cases, at Bangkok one case, at
Amoy five cases and at Shanghai
three. Small pox, at Alexandria
two cases, at Calcutta four, Bom-
bay seven, Madras two, Padang
four, Batavia one, Bangkok two,
Vladivostok three and Rangoon
one.

which makes all the difference
between living on the crumbling
edge of a precipice, and living in
security behind a good stone wall.
"Still the world is wondrous
large,—seven seas from marge to
marge."

One answer is a reiteration of
that statement that thousands live
on less. I wish they would tell us
how.

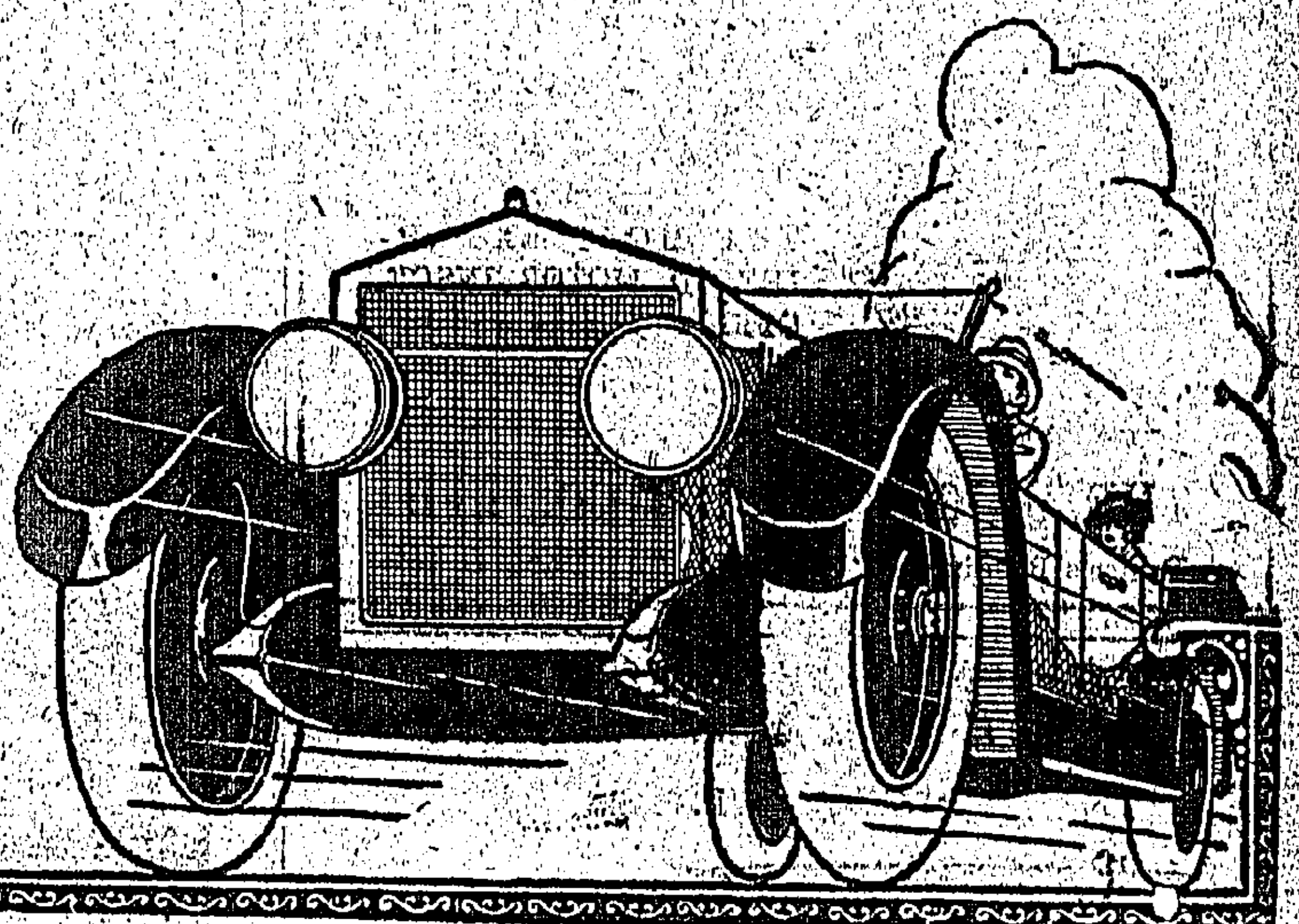
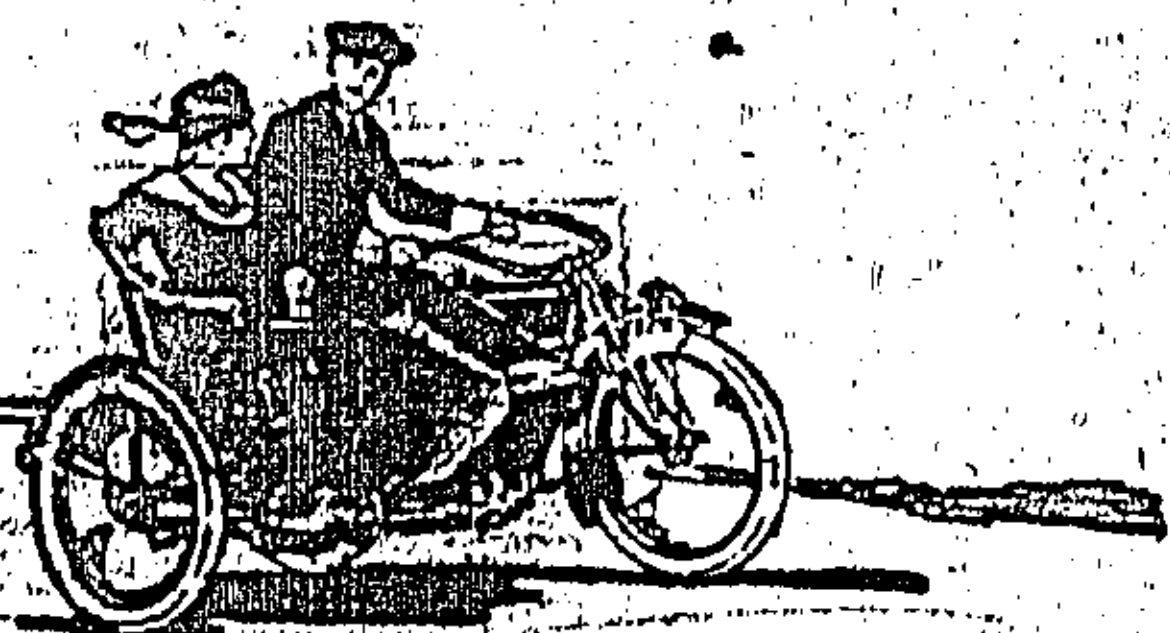
TISTHENES.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 30th. OCTOBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association)



CURRENT COMMENT

Shanghai's Traffic.

The interesting report of the recommendations of the Shanghai Traffic Commission which appears in this issue, emphasises at least two questions we have previously discussed in regard to Hongkong's traffic problem. First of all, there is the question of the hand-hauled truck which so often proves an obstruction to fast moving traffic. Shanghai echoes our own opinion that this mode of transport should be prohibited during certain hours, and, in fact, totally prohibited from certain important thoroughfares. Motor transport is probably the most inexpensive method of moving merchandise about, and the authorities should give every encouragement to its extension here. The obsolete hand-truck should most certainly be subject to regulations regarding hours of usage, and weight of load carried. Only the other day, quite a commotion was caused at the Chater Road-Des Voeux Road-Pedder Street intersection, by the slow progress of a much too heavily laden truck at which an inadequate number of coolies were yelling and straining. A motor vehicle would have carried the load without trouble, and no obstruction of traffic would have resulted.

Rickshaws.

And then there is the question of rickshaws. Shanghai apparently has no means of ascertaining how many of these vehicles are on the streets, and the Commission therefore recommends that they be licensed, and the number of licences gradually reduced. We in Hongkong are more systematic in this respect, and we believe that the Traffic Department is dealing with the matter effectually. We nevertheless trust that the process of thinning out will not be a lengthy one, because there can be no excuse for allowing traffic to be too greatly hindered by the retaining of an old system which is no longer justified in the busier districts.

Still Lower Prices.

Reports from Home indicate that British manufacturers are keenly alive to the necessity of reducing prices of motor vehicles, especially for competition abroad. The greater output of the last two years is a tribute to the aggressive British policy, as well as an indication that British motor vehicles are finding ready sales overseas. The present Motor Show at the Olympia was attended by over 43,000 people on Saturday last, and buying is reported as being "on an immense scale." One outstanding example is the export of Austin cars, the figure being 2,000 in 1923, and 10,000 last year, with a correspondingly large increase for the present year to date.

Overtaking Cars.

We have received a letter from the Automobile Association (London) regarding the practice of overtaking vehicles travelling in the same direction, on the near side. The practice is most dangerous, and the numbers should be taken of offending cars in this respect. It may not be generally known, but a regulation exists forbidding this practice. We do not suggest that the offence is frequently committed, but every driver should be warned against the danger of it. It must be quite obvious that if the leading car suddenly turned in to the side of the road at the moment another vehicle had

commenced to pass, an accident would result. The hand-truck is responsible for the practice to a large extent, the coolies frequently drawing it on the left centre of the road, and no amount of horn-blowing will cause them to draw in to the left. In such cases, it should be remembered that these trucks carry licence numbers, which should be taken, and a report lodged with the Traffic Department.

Six Cylinder Cars.

It is interesting to note that certain British manufacturers are turning their attention to the development of six-cylinder cars, and some interesting announcements may be expected in the future. There is no mistaking the fact that a "six" does give smoother performance, especially on hill work, but the usual complaint seems to be in the matter of fuel consumption. To a certain extent, this belief had been proved to be a fallacy, the best example of which is probably the "Essex." Chatting with an owner-driver of one of these popular cars recently, we were told that since acquiring an "Essex Six", 2,418 miles have been covered at an average mileage per gallon of 24.67. Such a result is an emphatic contradiction to the fairly general impression that "sixes" are expensive in regard to fuel consumption. It is quite admitted that many four-cylinder cars give excellent results and a much higher mileage, but they do not possess the overlapping power impulse which is responsible for the smooth running of a "six," especially when accelerating or climbing.

Ford Prices.

It is announced that a further substantial reduction is to be made in the prices of Ford cars in Hongkong, and in view of the present condition of exchange, the news will be welcome to prospective owners. In addition to the reduction in price, several important refinements have been made, among which may be mentioned the adoption of full balloon tyres as standard equipment.

COTTON DEMAND.

BY MOTOR INDUSTRY.

Automobiles are making an enormous demand on King Cotton, reports the Association of Cotton Textile Merchants of New York.

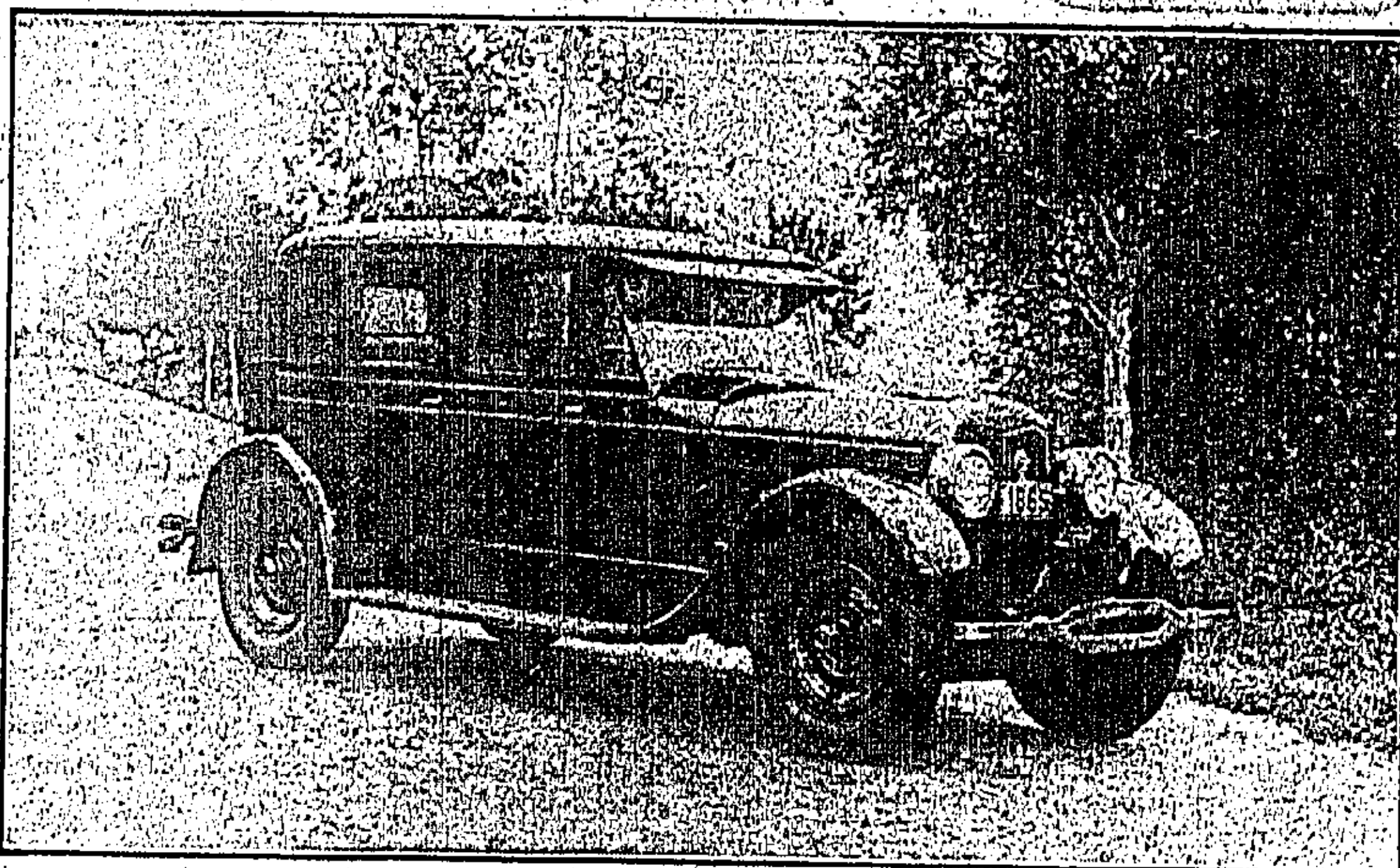
For tyres alone, 226,000,000 square yards of cotton textile are required, the association reports. Nearly 109,000,000 square feet of imitation leather for motor vehicles require cotton as a base. To these are added demands for more than 30,000,000 yards of upholstery cloth, 20,000,000 yards for tops and side curtains, all in the space of a year's production.

In addition, cotton is called for in modern body making, in the manufacture of the quick-drying lacquers and in providing the various accessories, like fan belts, brake linings, check straps, door straps, pedal linings, closed car roofs and other such details.

Cotton, it is said, is also in greater demand for purposes of wear peculiar to motoring. Khaki costumes, for instance, are in greater use and cotton is used to a great amount in the production of tents and similar materials.

The last census reported an output in cotton duck alone of more than 68,000,000 square yards.

HENRY FORD'S MUCH DISCUSSED "LINCOLN" CAR.



Foremost among America's luxurious cars is the "Lincoln" which has been designed by a special branch of the Ford organisation. The above photo was taken in the vicinity of Shatin, this car having arrived in the Colony to the order of a well-known resident. (Photo, *As Leung, Kowloon*.)

LIKING A LINCOLN.

A LOCAL IMPRESSION.

(BY CYNICUS.)

When I received an invitation to "come out for a spin in the world's best car" I must admit that I accepted with a feeling akin to defiance, because the somewhat ambiguous qualification of this unknown car almost amounted to a challenge. However, I duly arrived at Kowloon to discover a knot of interested people gazing with unmistakable admiration at this "finest car" etc. Even the H.K.A.A. "scout" had taken up a position nearby, as though in appreciation of the fact that this luxurious monster demanded his special attention. "What do you think of her?" asked the enthusiastic representative of Henry Ford. . . . and I had to admit that as far as design, finish, polish and fittings were concerned, she certainly was a beauty. Soon we were gliding along the Nathan Road with the engine but faintly purring as though pleased at the prospect of being able to do something, and "do something" it certainly did.

Waterworks hill seemed to make no difference—just the same effortless glide, while, when on a level stretch we slowed down to a snail's pace of about two miles per hour, still on top gear, and accelerated to 30 m.p.h. in probably less than half that number of seconds. I could not help thinking that Henry Ford must have become "fed up" with jokes about his "flivvers" and built this veritable masterpiece named the "Lincoln" in order to get his own back on all those people who have joked about his "tin Lizzies." I am not prepared to assert that the "Lincoln" is the finest car in the world, because I haven't tried them all—but I do say that I cannot imagine anything better.

She can do eighty miles per hour murmured Harper, and that assertion I am quite prepared to believe, for as soon as a suitable stretch of road appeared, the windshield was lowered, the man at the wheel smiled, and I felt a strange desire to glue my eyes on the speedometer: 30—35—40—45—50—55—60 (with a little red arrow) 65— . . . and then I began to think that it was awfully ominous to be seated next to a man the first syllable of whose name was *Harp*! Quite a

nasty locking curve seemed to be rushing towards us, and I knew perfectly well that we could not be expected to take it at that speed—when I discovered that we actually were taking it at 25! What deceleration! Just the same glide had brought us back to a normal speed in a manner unaccountably fascinating. Later on when we returned along that same stretch, I simply revelled when another demonstration of "velvety speed" was given. Back again at the ferry, I certainly was convinced that the "Lincoln" represents a remarkable achievement in the automobile industry, and, when seated in a taxi on the Hongkong side I carried my train of thought a little further, I nearly wept because I couldn't afford a "Lincoln."

FOUR BRAKES MARKED.

Automobiles, in France and other European countries, having four-wheel brakes, must carry a standard letter or design on the back to notify drivers following them of this fact. The driver behind may therefore be ready for any quick stop.

A. A. APPEAL.

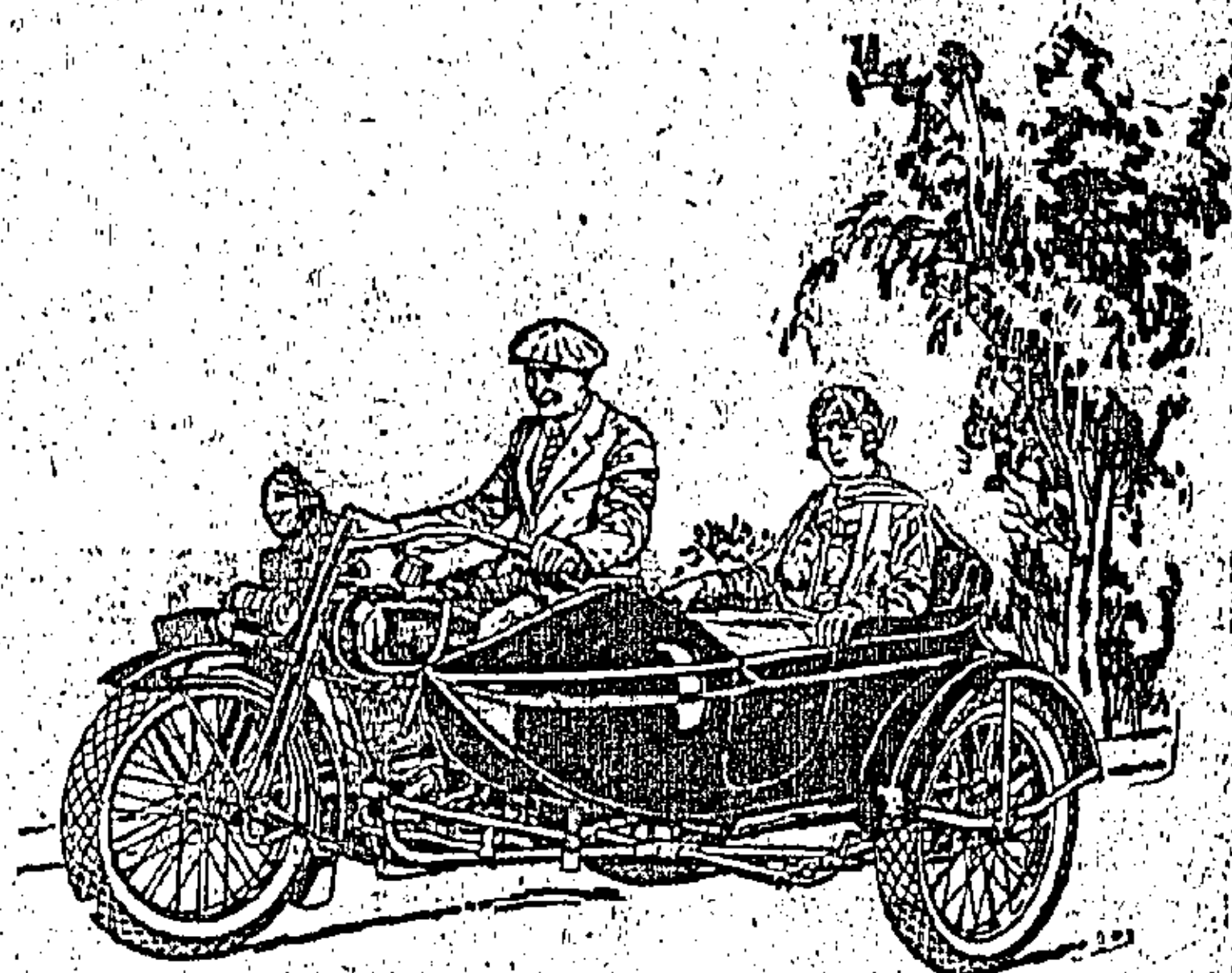
OVERTAKING ON NEAR-SIDE.

The Automobile Association (London) has received a letter from the Ministry of Transport drawing attention to the dangerous practice, not infrequently adopted by cyclists, motor cyclists, and drivers of other vehicles, of overtaking on the near-side.

It is pointed out by the Minister of Transport that passing on the near-side is encouraged, and may be almost rendered necessary, when drivers of slow moving vehicles hold the middle of the highway without regard to the overtaking rights of following vehicles.

The Automobile Association has frequently emphasised—in the course of its broadcasts, and by other means—the warning that overtaking on the near-side, or holding the crown of the road when travelling at low speed, is a source of danger to other road users.

The Association therefore makes a special appeal to members, and all road users, to observe the reasonable suggestions issued by the Ministry.



BUY a 1927 HARLEY DAVIDSON single and join H. K. Police flying squad. Free licences and petrol allowance. Special prices. Side-by-side valve motors \$575. Over head-valve motors \$600. Cycles equipped with luggage carrier, speedometer, front and rear stand, electric light, horn and balloon tyres.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.



Mobiloil

Make the chart your guide

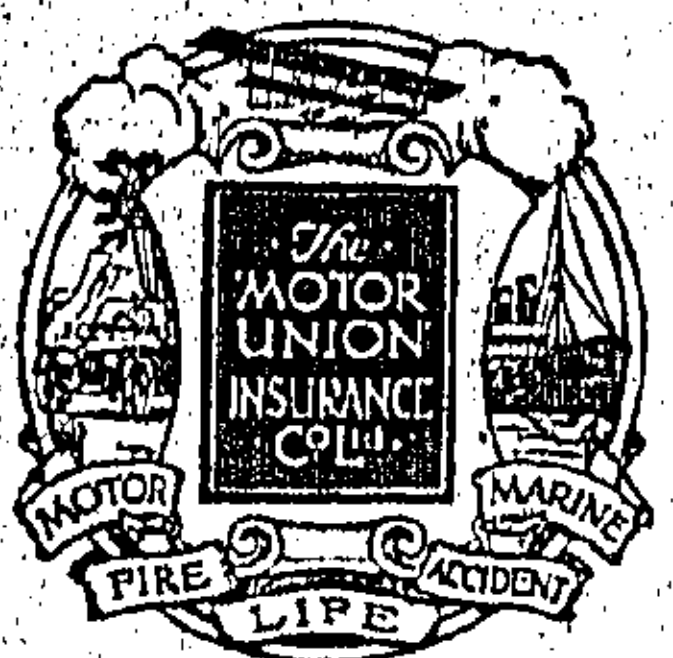
Motorists who use inferior Lubricating oil for the lubrication of their motorcar engines may as well have a tombstone made for their motorcar engines, bearing the following inscription:

IN MEMORY OF
A GOOD
— MOTOR —
KILLED BY
CHEAP OIL
BUILT 1923—JUNKED 1923
REST IN PIECES

To insure long life to your motor and freedom from repairs and breakdowns use Gargoyle Mobiloil.

VACUUM OIL CO.





INSURE YOUR CARS
WITH THE MOTOR
UNION INSURANCE CO.,
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THE MOST EXPER-
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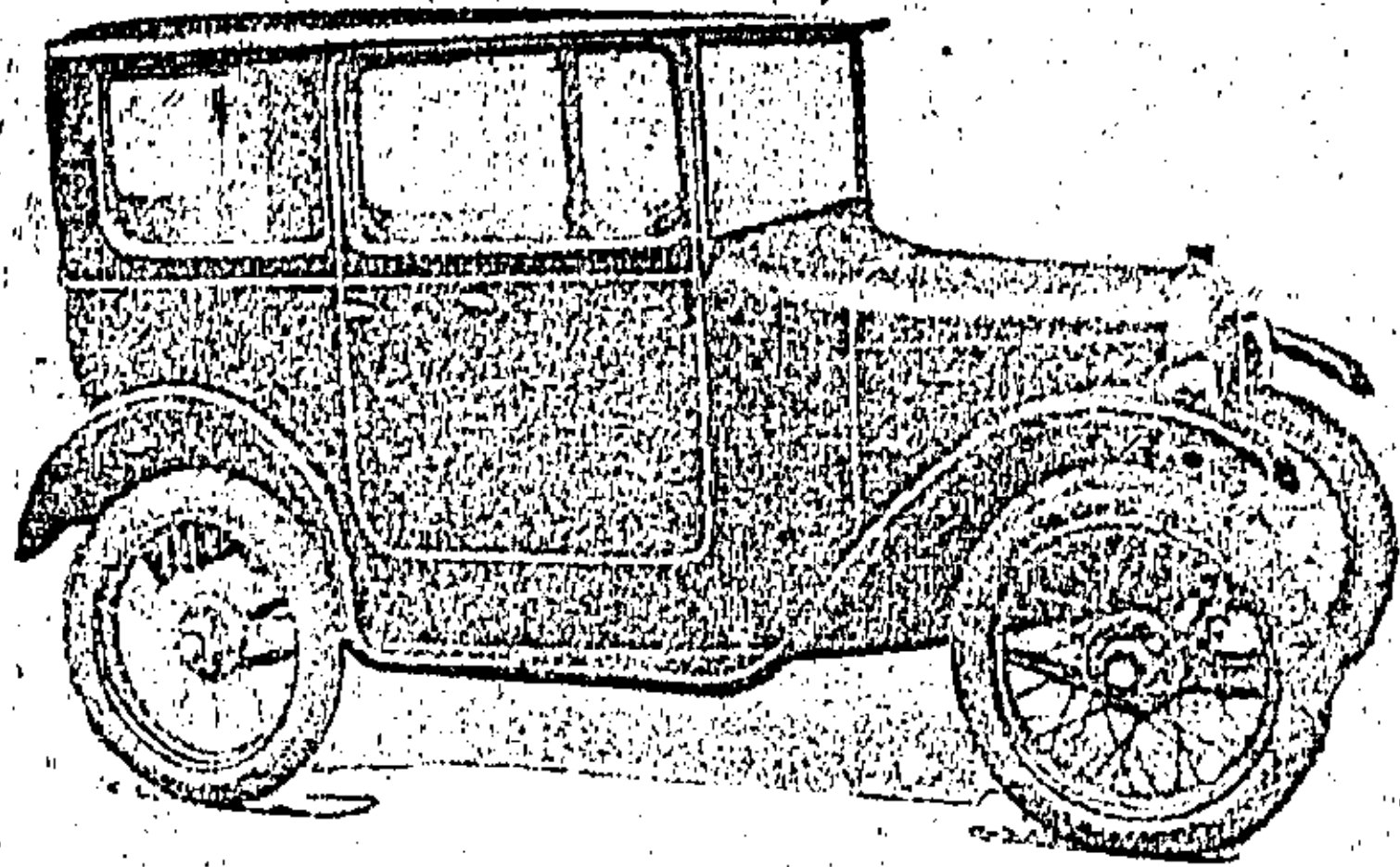
THE UNION TRADING CO., LTD.

Prince's Building.

Phone C. 587.

1927 AUSTINS

NOWHERE



THE REASON WHY

the "Austin Seven" is so popular in Hong-kong is because it is cheap to operate and can be slowed away in any little corner, thus saving garage bill. Furthermore, it is always ready for service.

1927 MODELS HAVE ARRIVED
Reduced Prices from £165.0.0.

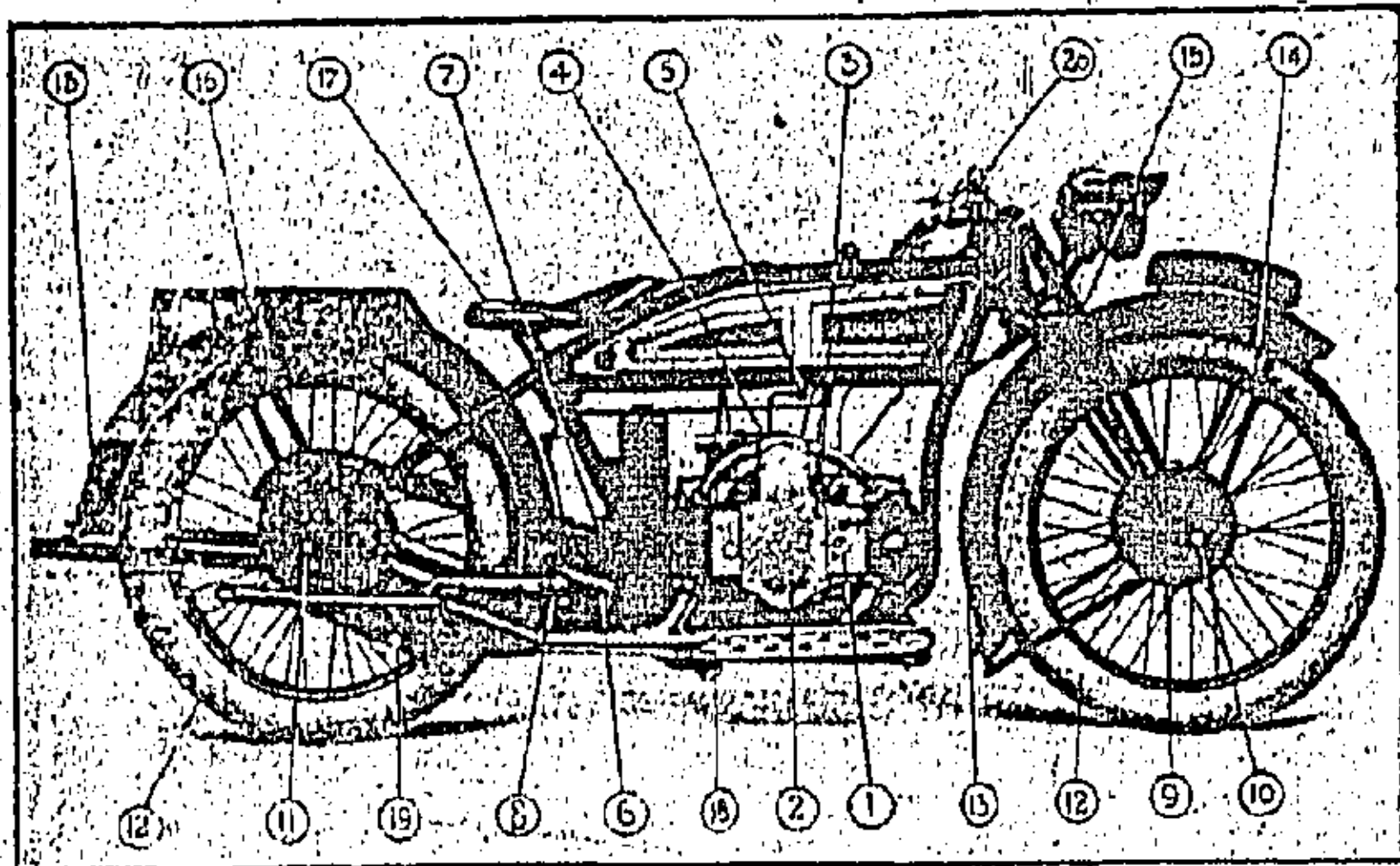
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DOUGLAS MOTOR CYCLES



Twenty reasons why you should choose an "E.W."

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|---|---------------------------------------|
| 1. Enclosed valves. | 11. Mud and waterproof wheel bearings |
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| 3. Mechanical pump lubrication | 13. Large section mudguards |
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ALEX. ROSS & Co., (China), Ltd.

BANK OF CHINA BUILDING, HONGKONG.

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THE MOTOR CAR AND CYCLE EXCHANGE.

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st. Floor, Pedder Building, 12, Pedder Street.

Ask for the-

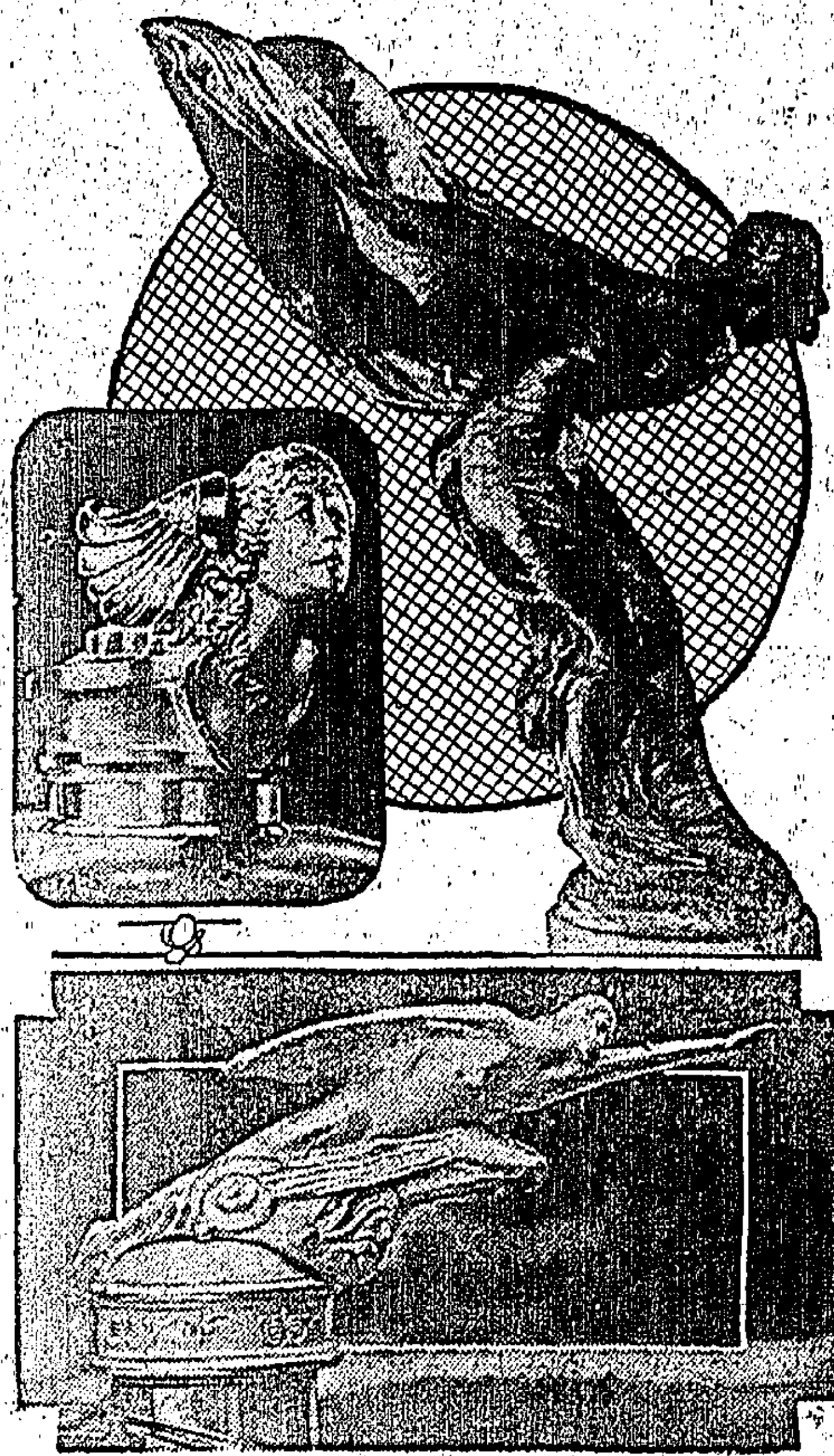
NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

THE POPULARITY OF MASCOTS.

EXPRESSES THE DRIVER'S PERSONALITY.



The automobile's latest compromise with art comes in the form of a tiny figure mounted on the radiator cap of the machine and used to express the personality of the automobile, the driver, or whatever other excuse seems necessary to explain its presence.

There are Greek goddesses, bathing beauties (with or without suits), wings and Indian chiefs. Only an animated caricature of Napoleon, bearing a rapid retreat from Russia, or a graphic illustration of Washington, crossing the Delaware is needed by this new school of expression to complete the cycle of beauty, grace and speed.

The Rolls-Royce has a figure which the owners affectionately call "Mascot, the symbol of ecstasy." The tiny figure appears to be leaning forward as if trying to peek around the corner to see if any traffic cops are waiting in ambush.

Then there is the Studebaker with Atalanta, the goddess of speed, sprinting forward at a dangerous angle, setting the pace for the machine to follow.

NO SUCH LUCK TO-DAY.

The driver usually sits nonchalantly, unconcerned about a Hippomenes who may drop golden apples to lure Atalanta from the race. However, the motorist would probably make a quick stop and pick up the golden apple before Atalanta had a chance to

remove herself from the metal casting.

The Buick has a figurehead similar to those pictured on the bows of ancient ships which, according to those in the know, represents speed and stamina. There appears a wistful eagerness in the goddess' expression as though she were waiting for a traffic cop to blow his whistle and quit holding up a long line of traffic.

The Jewett uses a "Flying Jay" which is appropriate, especially if the car has just completed a sideslip and is sailing off the road to a ditch 10 feet below.

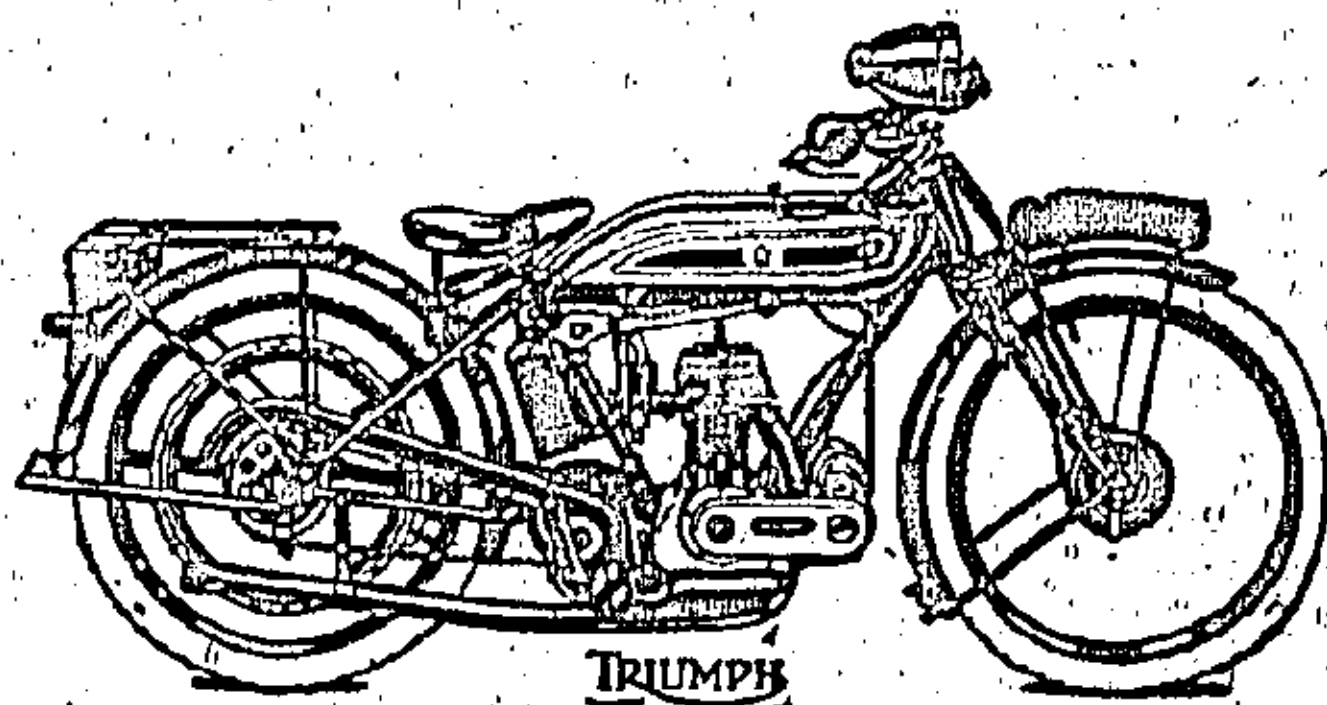
Chief Pontiac takes a dignified position in front of the car which bears his name. His expression is almost as pleasant that of a traffic cop who has chased a speeder five miles before catching him.

"DASHING" ROADSTERS.

A bathing girl who appears to be either ready for a dive or trying to get a running start on her long walk home is seen on many of the sporty roadsters.

Wings probably are most popular. Their significance obviously is fleetness and not an expression of reverence for the spread eagle on the American dollar.

Trucks have failed to step in line with the passenger cars, but perhaps a figure of Samson, Hercules or Jove in an angry mood will be used soon.



TRIUMPH 1927

The new and Improved Model "P"

Now selling at £55.0.0

Delivery at your door, Stocks Carried.

Alex. Ross & Co. (China), Ltd.

AND

Kowloon Car & Cycle Exchange,

KOWLOON.

RESTORING WORN DYNAMO BELTS.

In the course of time the side pieces of built-up leather belts wear down, and the heads of the screws and also the ends of the steel pins appear above the pads and cause a continual clicking when the engine is running. To lengthen the life of the belt, procure a number of leather washers, say, 7-16 in. diameter and about 1-16 in. thick. Four washers are required for each metal link, and any leather seller or bootmaker will cut them quite cheaply.

Undo each screw in turn, take off the leather pads, put the washers on the pins (four washers to each link), replace the pads, and screw tight.

The heads of the screws and the ends of the pins will now be buried in the leather pads as originally, and the belt will run silently. Attention given to the belt in this way will also save the pulley flanges from wear.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:-

10% Off Motor Car Insurance
Reduction in Off Gasoline Bill
Free Legal Advice
Free Mechanical Advice
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Hon. Secretary.

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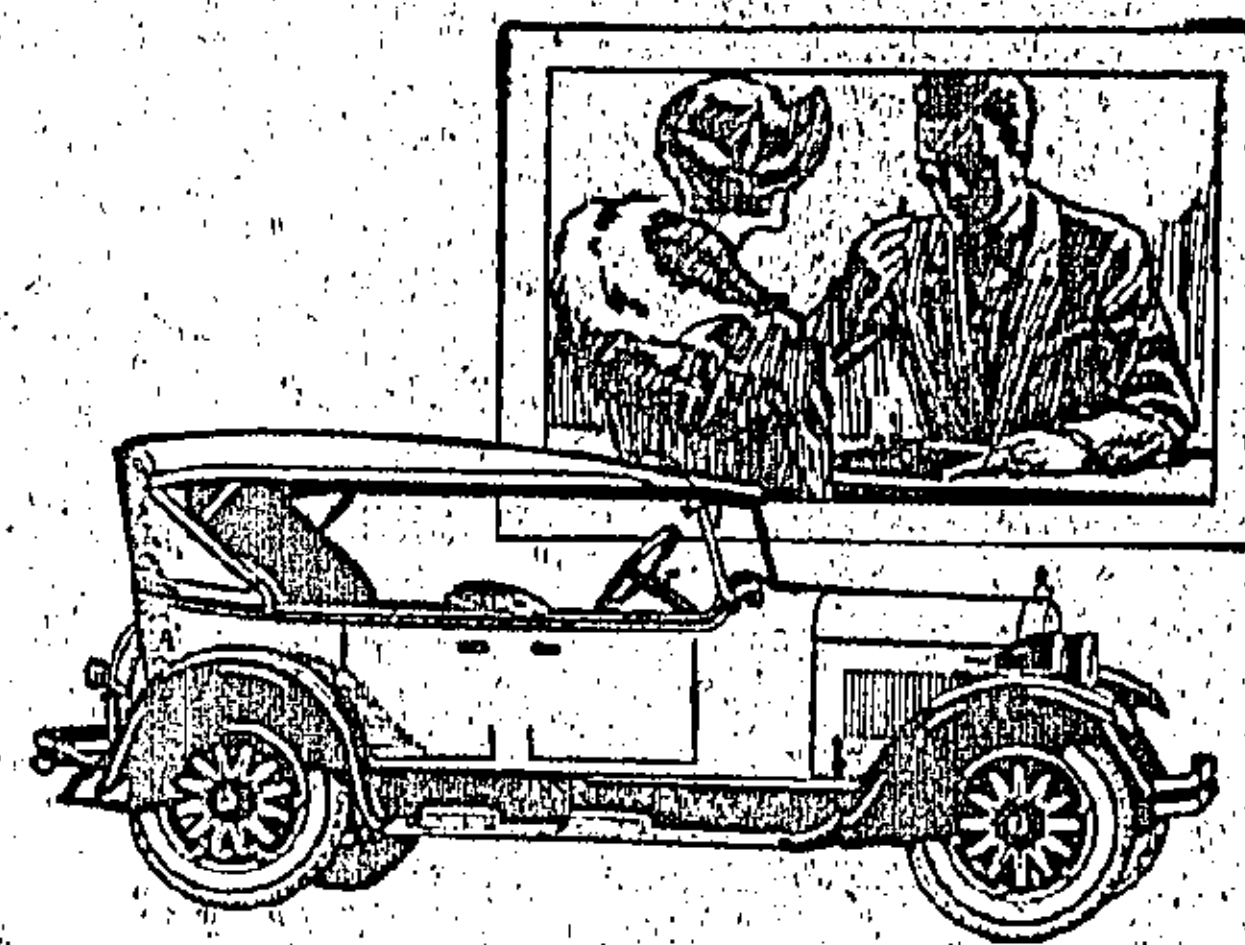
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BUY QUALITY

and be proud of
YOUR JUDGMENT

To forget quality first in purchasing a motor car is to run serious danger of making a costly experiment.

Motorists everywhere know that Dodge Brothers have built for quality from the beginning.

For example, a far greater percentage of tough and costly Chrome Vanadium Steel is used in Dodge Brothers car than in any other. And this gives it exceptional sturdiness.

The result is that this car is an investment in proved quality that every Dodge Brothers owner is proud of.

DODGE BROTHERS, INC. DETROIT

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33 Wong Nei Chung Road, Happy Valley
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DODGE BROTHERS MOTOR CARS

PACKARD

Unsurpassed
Performance

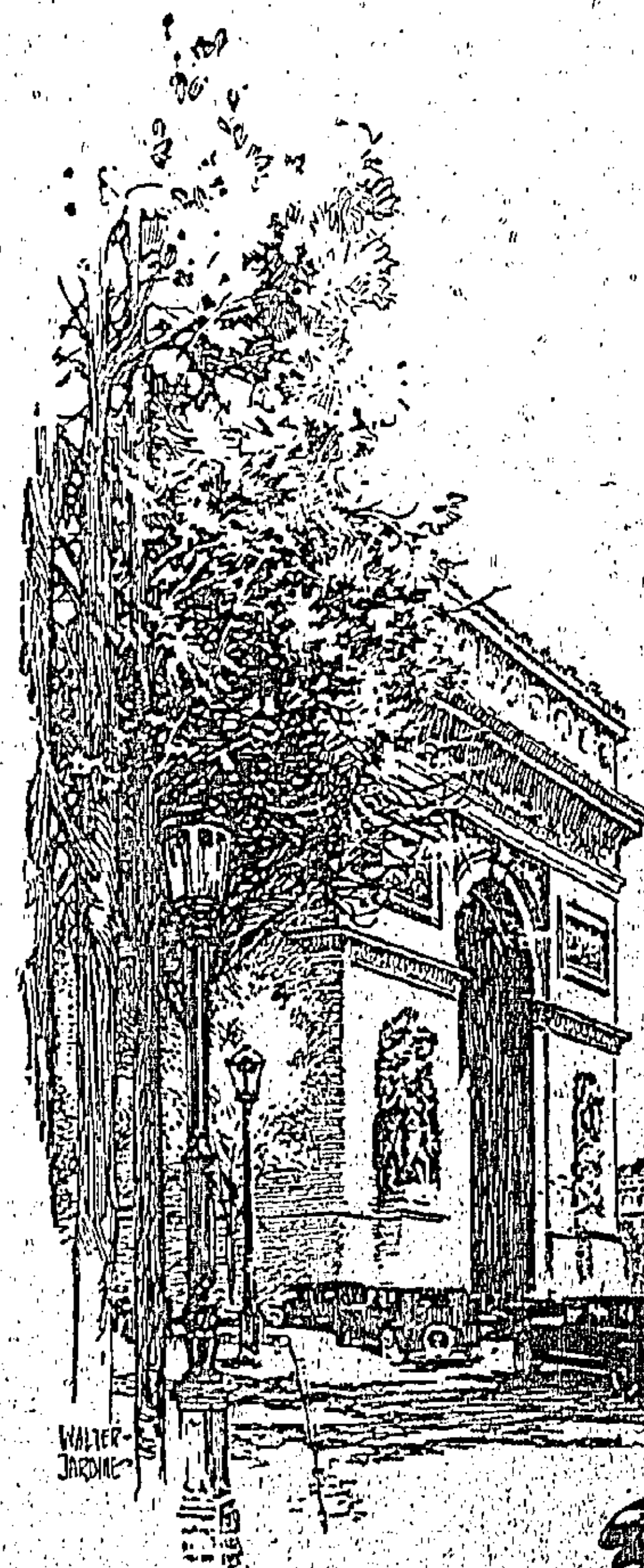
BRIDGING the turbulent Parisian traffic stands the majestic Arc de Triomphe—culmination of a sculptor's dream! Beneath it pass, in review, the chosen motor cars of both continents.

A Packard, its beauty undimmed by this rare setting, pauses with the traffic—then leaps ahead, quietly but definitely asserting its mastery of the boulevard.

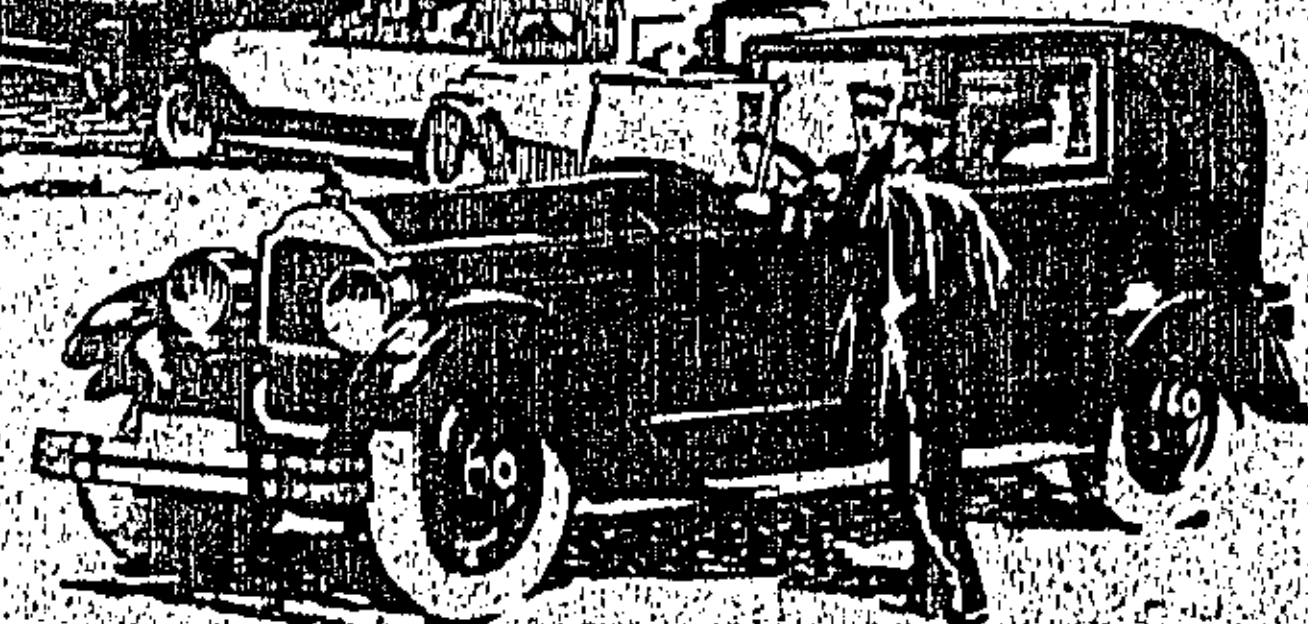
The powerful agility of this newest Packard is the culmination of an industry's ambition.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Rd., Happy Valley.
Tel. C. 1246 or 1247 Hongkong.



On your next trip to Paris, visit the Packard saloon, Champs Elysees, 102



ASK THE MAN WHO OWNS ONE

SHANGHAI TRAFFIC PROBLEM.

EXPENSIVE IMPROVEMENTS & RECOMMENDATIONS.

EXTRACTS FROM REPORT OF SPECIAL COMMISSION.

The final report of the Traffic Commission appointed by the Shanghai Municipal Council makes extremely interesting reading, proposing, as it does, drastic improvements and recommendations with regard to the Settlement's traffic problems. Should the report be adopted, an exceedingly heavy financial outlay will be involved inasmuch that at least a dozen important thoroughfares are recommended for widening in order to provide from ten to twenty feet additional traffic space. A new road is even suggested across the racecourse.

Many of the proposals might be made applicable to Hongkong, although several of the suggestions clearly indicate that Shanghai is far behind Hongkong in certain respects.

The following extracts are of especial interest to this Colony—

STREET FEATURES.

For roads of a moderate width (up to 60 ft.) each footway should be not less than one sixth of the total width of the road. This proportion should be modified where wide carriageways are provided and the proportion of vehicular

traffic to pedestrians is high. Obstructions on footways are dealt with in the following series of recommendations:

As trees cannot be placed with in one foot of the kerb line, it is recommended that no trees be placed on footways of less than eight feet in width in residential roads or 12 feet in commercial districts. All semi-permanent obstructions on footways except trees should be set with the outside edge uniformly six inches from the kerb line. Where trees are planted other obstructions should be in the same centre as the tree trunks. Unnecessary poles on footways should be avoided. Full use should be made of tramway standards for lighting so as to obviate the need for separate lighting poles. Where buildings are of a substantial nature it is recommended that trolley wire supports should be attached to the building.

It is recommended that the police exercise a closer control

of temporary obstructions on footways and elsewhere. In the case of building operations, fence and hoarding lines should be kept back as much as possible without interfering unnecessarily with the actual work which usually involves the placing of footings under the footway. Gutteries should be insisted upon in all cases where building operations are taking place. Main roads are calculated to extend beyond a period of six months. Features of the carriage-way are the subjects of the following five recommendations:—Centre, poles, tramways, lighting, or other purposes should not be used unless absolutely unavoidable.

It is recommended that contravention be used as sparingly as possible and for traffic control purposes only. At important crossings on roads of ample width, refuge islands should be provided for pedestrians. Tramway passenger islands should be provided at as many tramway stops as possible. They should not be less than four feet in width. Upon roads in the vicinity of wharves and upon any definite or popular route for manhailed freight, granite or metal tracks should be laid at the side of the carriage-way.

For the limitation of temporary obstructions on roads generally, the following three recommendations are presented:—Garages should not be allowed to park cars on adjacent roadways. Further markets are desirable; from a traffic point of view corner sites for markets do not seem advisable. All warehouses and factories, particularly those to be constructed in the future should have private accommodation for vehicles loading and unloading.

The Commission do not care to make detailed recommendations concerning traffic signals. The following proposals are therefore couched in general terms:—Experiments with traffic signals should be continued until the most suitable appliances have been found and these should then be made standard and uniform. If possible the type of signal should be the same in the Settlement and in the French Concession. Synchronized signalling should be adopted in Nanking Road between the Bund and Thibet Road as soon as possible. It is not proposed that the whole of this length should be synchronized but that the system should be adopted in sections of some three or four street blocks. The different systems of synchronizing should be studied and, if necessary, tried.

The last two recommendations in this section apply to the segregation of fast from slow traffic in three-way streets:—The three-way system on Avenue Edward VII should extend from the Bund to Thibet Road in the first instance. On roads of 90 feet or more in width segregation of slow from fast traffic is recommended when the volume of slow traffic is sufficient to justify it.

TRAFFIC UNITS.

It is recommended that a movement be instituted to educate pedestrians to walk upon the footways and to keep to the left. On busy thoroughfares, crossing by pedestrians should be restricted to definitely arranged places. This measure will doubtless also need the support of an educational campaign.

The use of bicycles to carry more than one person should be checked. The Commission regard this practice as introducing great personal danger and as adding confusion to traffic.

No licences should be issued for public pedicabs. The Commission does not consider the public pedicab to be a suitable vehicle for Shanghai streets. This opinion is based on observation of those formerly in use in the Settlement and of those now in use in neighbouring areas.

It is recommended that steps be taken towards the ultimate elimination of passenger and freight manhailed vehicles, within a definite period, or as soon as suitable substitutes are offering. Special consideration should be given to possible methods of encouraging such substitutes so as to hasten the replacement of manhailed traffic. This is a general recommendation covering all manhailed vehicles and setting up a goal towards which to aim. The speed of replacement must obviously depend on public demand and on the availability of suitable substitutes. In the case of rickshas, however, the Commission wishes to give a more precise indication of the speed of reduction. A gradual reduction of the number of rickshas should be effected, with a view to the total number (public

and private) being reduced to 5,000 within a period of ten years. A system should be devised and introduced for the licensing of all ricksha coolies. To prevent unauthorized transfer of these licences, photographs or fingerprints will in all probability be required. The measure will, it is feared, be somewhat difficult of enforcement at first, but is regarded by the Commission as essential.

CONTROL OF WHEELBARROWS.

Wheelbarrows should be controlled as regards loading, especially with regard to loads which project to the rear. The work of a wheelbarrow coolie demands unremitting attention to steering and balance. He is quite unable to give attention to what may be happening behind him. The elimination of manhailed vehicles should aim at the complete elimination within ten years of handcart traffic between 8 a.m. and 6 p.m. The Police should exercise greater vigilance to check overloading and undermanning of handcarts. Increased taxes are suggested for passenger motor cars of the larger sizes. The lighting of passenger motor cars should be required to conform to a standard and consideration should be given to the question of including stop lights in the standard set up. The setting up of such a standard would involve proper provision for inspection and testing. Testing would not be required on all cars as makers' standard where suitable could be accepted once for all. One object of this recommendation is to do away with dangerous glare from headlights.

In order to encourage power freight vehicles and with a view to the reduction of manhailed traffic, it is recommended that licences for these vehicles taken out in either the Settlement or the French Concession should be available for both areas. The Commission feels that the burden placed on the owners of mechanical freight vehicles should be made as light as is practicable. The standardization of lighting should be applied if possible to power freight vehicles also.

All public passenger vehicles should be subject to prescribed restrictions as to overall dimensions, weight, speed and economy of road space with due consideration to passenger comfort and the safety of the public. All public passenger vehicles should be licensed to carry a certain maximum number of passengers. The authorized accommodation should be indicated on the vehicle and onus should be placed on passengers as well as owners to regard it. Regulations at present in force place the whole onus of overcrowding on the vehicle owner. There appears to be some justice in the claim that it is virtually impossible for the owners entirely to prevent overcrowding. It is hoped that placing the onus on passengers also will be a material help in alleviating this evil.

POLICE CONTROL.

The aim which the Commission has set before itself in this branch of the subject is the adequate enforcement of proper regulations. It is the opinion of the Commission that lack of enforcement holds chief place in the causes of the present unsatisfactory condition of Shanghai traffic, and that somewhat imperfect regulations fully enforced would be decidedly preferable to the most perfect regulations if these were allowed to be disregarded. The first requirement is therefore to bring the traffic organization of the police up to the strength necessary for its task.

The traffic police should be a special department separated as far as possible from ordinary police duties, with a commanding officer whose whole time is devoted to traffic problems and with a fully qualified assistant who can replace him during his absence. Extra leave should be given to the Chief of Traffic Police to study methods in other cities. The personnel should be increased at once by 33 per cent. and in future should grow steadily with the needs. After much deliberation it has been considered desirable that the Council should at once secure the services of a well qualified officer from outside sources for the command of the traffic police. He should be required to have technical experience of traffic problems in a modern city and to be of high organizing capacity. It is essential that the officer chosen should be adaptable to local conditions. In order to become familiar with the peculiarities of the Shanghai situation, it is suggested that for at least six months after his arrival he should not be placed

in command but should be required to study the problem. Among the duties of the new Traffic Chief should be included:—

- The development of methods for training the traffic police on a uniform system applicable to all districts.
- The devising of methods by which traffic regulations may be enforced in respect to manhailed vehicles. Such a system will involve the introduction of special expedients and the licensing of ricksha and handcart coolies.
- The improvement and standardization of traffic signalling (see Recommendations Nos. 29 and 30).
- The control of parking (see Section G. below).
- The standardization of car lighting (see Recommendation No. 44).

The revision of Traffic Regulations and of Licensing Conditions is a matter for the officials concerned under the guidance of the Council, but the Commission desires to indicate in a general way certain desirable changes. The whole of the traffic regulations should be carefully studied, and stiffened. Licence conditions should be revised. Among the features which should be included are:—

- All vehicles should be inspected before being licensed and therefore annually.
- Passenger hire vehicles and freight vehicles should be licensed to carry definite loads, and overloading should be prevented by the Police.
- Persons in charge of vehicles should be subject to medical examination as to fitness.
- Vehicle licences should be granted only to persons of known financial stability or on security and owners should be made liable for the acts of persons in charge of their vehicles.
- If possible all vehicles should be fitted with an efficient brake.
- Licences should be required to show that they have sufficient private accommodation for the vehicle and in particular public garages should be required to have accommodation for all cars licensed to them.

This section concludes with two recommendations concerning the enforcement of penalties for breaches of traffic regulations. It is recommended that the Council should establish a Traffic Court or Traffic Offences Bureau for the summary disposal of all traffic offences but those of the most serious nature. In the opinion of the Commission, the difficulties arising from national rights need not be insuperable in this connexion. If the proposed Court or Bureau were known to give immediate, speedy, and uniform treatment to traffic offenders most nationals would elect to be dealt with in this manner. The proper steps should be taken to advise the Consular and Mixed Courts that the leniency with which these Courts deal with certain traffic cases has an adverse effect on the control of traffic.

Earlier in this Report is recorded the Commission's opinion that it is not the duty of the community to find space for standing vehicles except those stopped for the necessary completion of an act of transportation. Holding these views, the Commission has not included in its consideration of the street system any provision for parked vehicles. The streets now existing may include a certain amount of space temporarily or permanently available for parking purposes, but the streets which the Commission has recommended to be added to the plan are intended solely for traffic purposes. The following series of recommendations puts the Commission's view in precise terms:—

In view of the limitation of space, the rapid growth of motor traffic and the successful precedents established in other cities, public parking should be restricted. No additional space for public parking should be provided in future. Restriction of public

parking should begin after six months' public notice. The period for public parking should fully be reduced so as not to exceed one hour at any time between 7 a.m. and 8 p.m. Within a reasonable time regulations should be introduced restricting the parking of private rickshas in the business district. Thereafter there should be a special class of private ricksha licences carrying parking privileges for which a considerably higher licence fee would be charged. Rickshas in respect of which the higher licence fee had been paid should be distinguished by a special plate or tag and should be allowed to park at places indicated by the Police. Rickshas in respect of which the extra fee had not been paid should not be allowed to park in the restricted district. The district in which the restrictions should apply would be defined by the Council and could be adjusted from time to time as required.

WATER FRONT TRAFFIC.

Immediate action is urged in the case of the following eight recommendations:—Additional landing space should be provided by more and larger pontoons along the Bund. The French Municipal Council should be requested to develop the public landing facilities on the French Bund to the highest degree possible. Additional dock basins should be provided near to or above the Yangtzepoo Creek. An immediate effort should be made to secure better public landing accommodation on a long frontage below Yangtzepoo Creek. The new system of joint control by the Municipal Police and the Harbour Police should be continued and extended. The Council should negotiate for the inclusion in the Harbour Regulations of a clause giving the River Police full power to deal with congestion at public jetties. Idle craft should be compelled to berth at places where they will least interfere with the traffic. Craft of different kinds should be segregated at the various landing places.

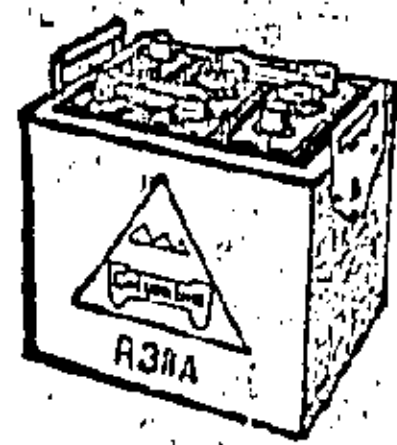
In regard to the last recommendation, a convenient division might be made at the Customs Examination Point, reserving all pontoons to the south for cargo and all to the north for passengers, mails and baggage. Exact examination of this suggestion would of course be necessary before it could be put into practice. The following seven recommendations are less immediate, but it is suggested that study and preparation should be begun without delay:—A definite programme should be worked out for the intensive development of the Bund frontage. This should provide for a section where direct loading to vehicles would be possible and also for temporary storage places for cargo in transit. Arrangements should be made whereby the frontage of the Public Gardens could be utilized at least to some extent for passenger traffic. This does not necessarily involve any infringement upon the Gardens themselves, as pontoons placed in front of the Southern part of the Gardens could be approached from a bridge just to the South.

A definite plan should be evolved for the progressive development of landing accommodation in the Eastern District. A frontage road is desirable and should be as long as possible with full provision of roads in and out. More and better landing places should be provided in the Soochow Creek. Strong support should be given to any measures for the improvement and control of the Soochow Creek in regard to both conservancy and policing. The creeks connecting with the harbour in the Eastern district should be improved to serve industrial frontages. There should be provided, by public or private enterprise, a ferry service to various points on the Pootung shore running at intervals of not over 30 minutes between 6 a.m. and 7 p.m., and providing accommodation for not less than 300 passengers. The craft for this service should be built and equipped in accordance with the best modern practice.

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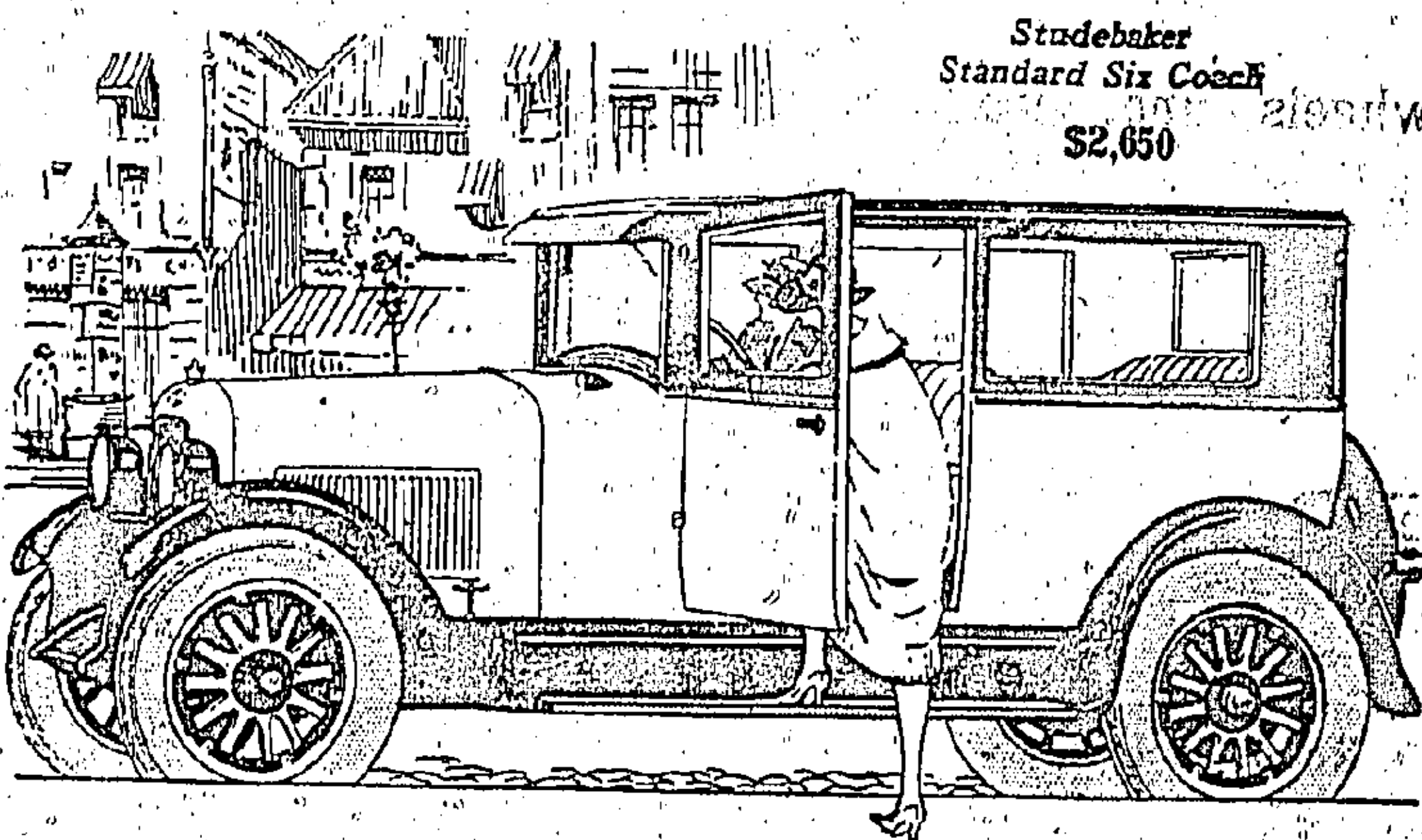


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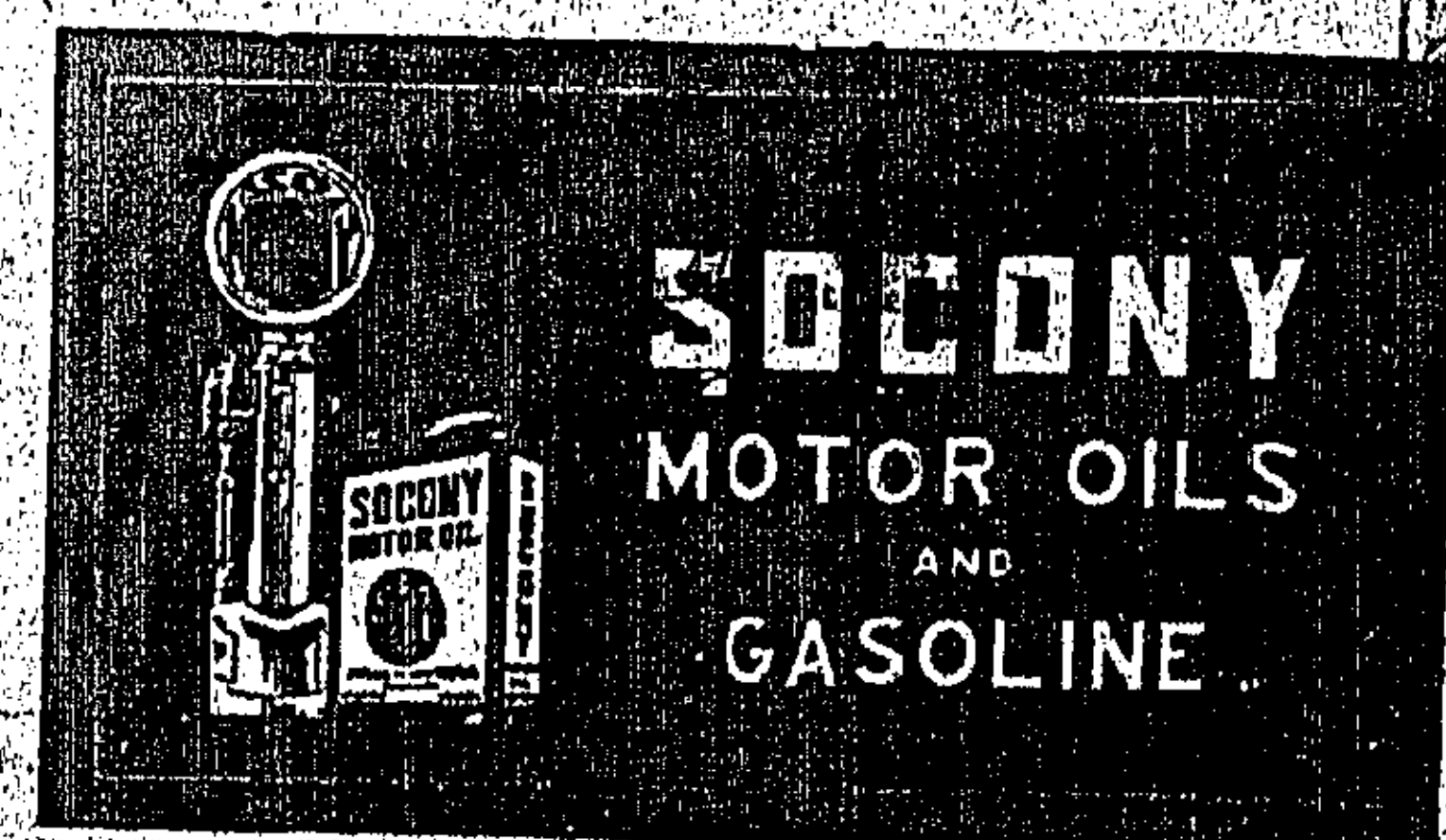
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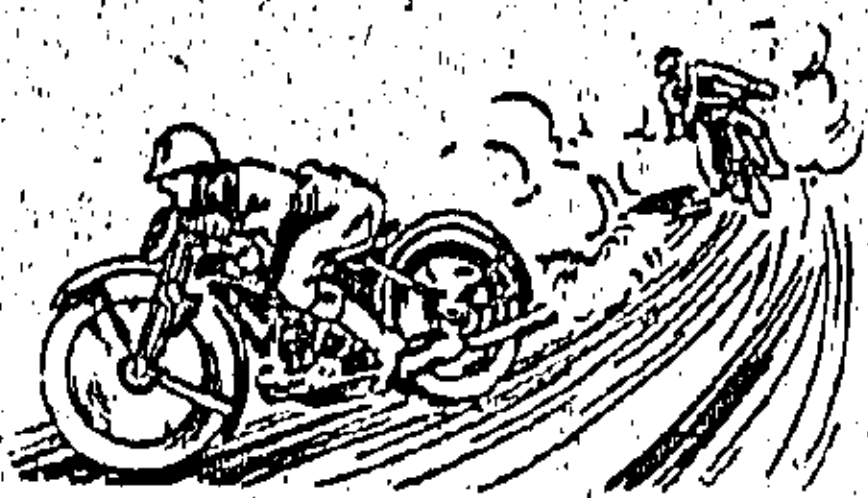
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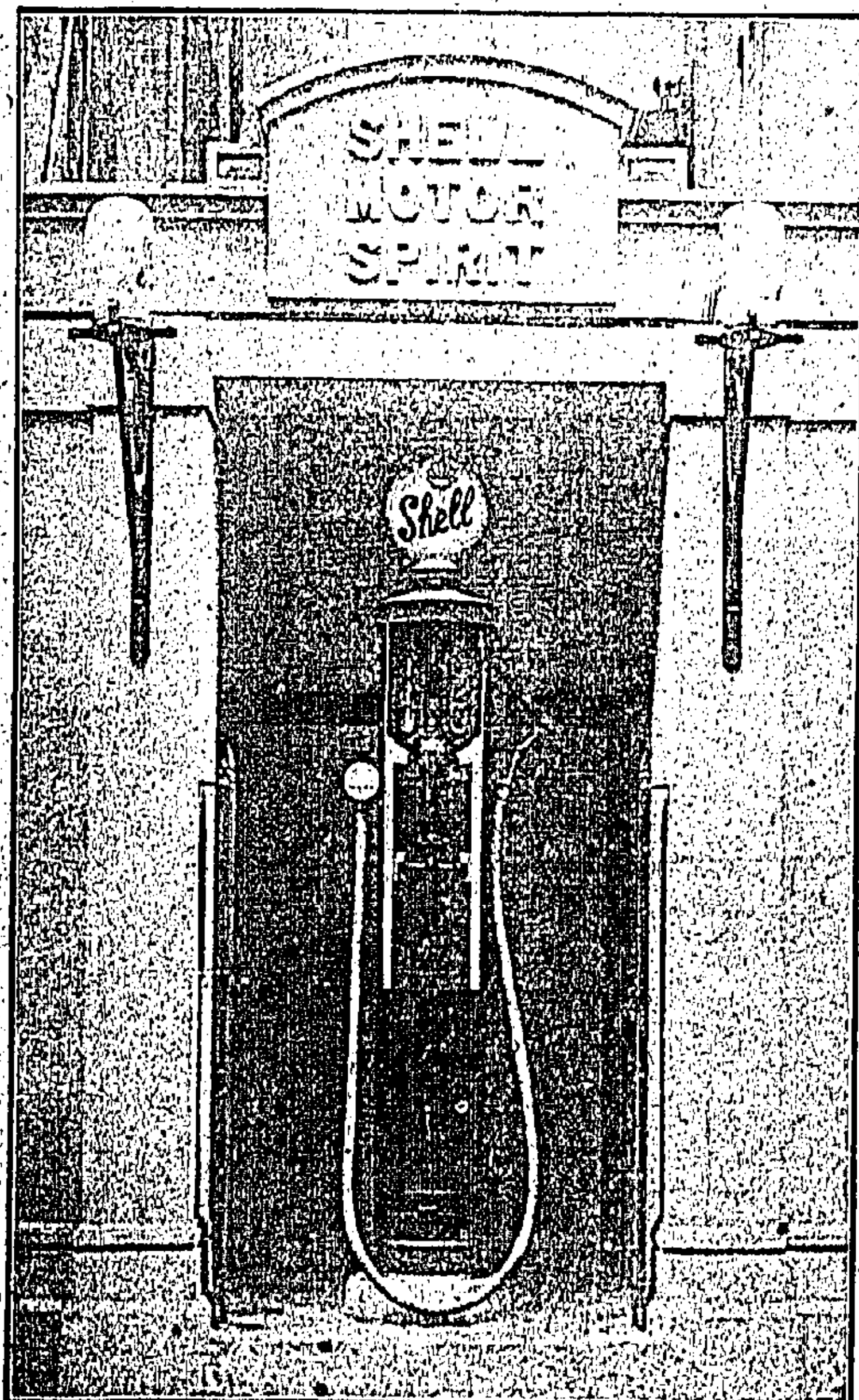
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MOTOR NEWS FROM GREAT BRITAIN.

NEW MOTOR CYCLES—SIX-WHEELED BUSES.

SIX CYLINDER ENGINES—THE MORRIS PROGRAMME.

(Special Report to the Hongkong Telegraph).
By "R.A.C."

In view of the near approach of the Olympia Motor Cycle Show (October 4th to 9th) details of manufacturers' programmes are beginning to be made public. These show that for 1927 a large number of minor improvements likely to appeal to overseas buyers are to be included. In many cases a new type of front brake will be introduced which is believed will remain effective under all climatic conditions and will secure quick and safe retardation. Further improvements in frame and fork design are being introduced and also better arrangements for easy greasing of all cycle parts. The question of silent running is also receiving needed attention. At the 1926 Show nearly three hundred exhibitors will display their products in three miles of exhibits and every British manufacturer of importance will be represented.

The Triumph Company are introducing a new two-valve "Twin Port" speed machine embodying several new features. Its single-cylinder engine has a displacement of 498 c.c., the bore and stroke being 80 by 90 mm. The overhead valve operating gear is totally enclosed and is automatically lubricated. The power unit is mechanically lubricated and the aluminium piston is of special design.

The new "Matchless" models for 1927 include 350 c.c. and 500 c.c. side-valve machines and an interesting new 500 c.c. overhead valve "Super Sports" model. The side-valve machines are in general appearance similar to the popular 246 c.c. lightweight "Matchless" but of more substantial build. The engines of both have aluminium pistons and roller big end bearings. Transmission is through roller chains and three-speed gear. A shock absorber is incorporated with the clutch. The front chain is completely enclosed and automatically lubricated and the rear chain is protected by a substantial guard. Comfort is ensured by spring forks with built-in twin frictional shock absorbers.

The "Super Sports" model has an engine of 495 c.c. capacity with large inclined overhead valves operated by roller bearing overhead rockers. The rocker gear and push rods are totally enclosed and positively lubricated. Engine lubrication is by a Duplex mechanical oil pump with sight feed. Transmission is along normal lines. The machine is priced at only £62-10-0 in the home market.

The new model in the A. J. S. range is of 4.98 h.p. and is known as the "H. 9" standard side-valve touring machine. It is in effect a side-valve edition of the existing 4.98 h.p. overhead valve sporting model and has been primarily designed as a fast touring solo or sidecar machine. It is worthy of note that during the first seven months of this year A. J. S. machines have gained upwards of four hundred awards in races and trials, including fifty-eight Gold Medals and thirty-six trophies and cups. One of the chief performances was that of the machine which broke all records for speed in the Senior Tourist Trophy Races, covering two laps at over seventy miles an hour.

SIXWHEELED "BUSES."

The use of six-wheeled chassis for motor omnibuses seems to be coming along very rapidly. Karrier Motors, of Huddersfield, who were the British pioneers of this type, have received orders from the Salford Corporation for six-wheeled "buses of various sizes, some having a capacity as small as twenty seats.

The fitting of pneumatic tyres has hitherto been almost completely confined to single decked buses, many licensing authorities objecting to their use on double decked vehicles on the grounds that deflation would dangerously affect stability. This objection loses weight in the case of rigid, six-wheelers of suitable design, since the tyres on the four rear wheels can be of smaller section than would be needed if there were only two driving wheels. Thus, if one tyre becomes deflated, the wheel drop is considerably less. Moreover, any vertical movement on one rear wheel results in only half that movement being transmitted to the chassis frame.

During the last month "Motor Transport" has published details of no less than four six-wheelers of different British makes. A particularly interesting example is a six-wheeled pneumatic-tyred double-decked bus with covered top deck supplied by Guy Motors Ltd., to the Wolverhampton Corporation. Orders for Guy vehicles of similar type have been placed by the Corporations of Morecambe, Birmingham, Oldham and Norwich. The Wolverhampton vehicles have six-cylinder sleeve valve engines and are found to give exceptionally easy riding on rough roads.

I gather from "Motor Transport" that pneumatic tyres are now being tried on covered-in double-decked A. E. C. buses at Birmingham. The Associated Daimler Company, which is a combination of the Associated Equipment Company with the commercial side of the Daimler Co., has recently sent out a fifty-two seated covered-in double-decked A. E. C. omnibuses on a long tour in Europe. The demonstration covers over nine hundred miles by road and includes such places as Hamburg, Berlin, Leipzig and Vienna.

SIX-CYLINDER ENGINES.

I read in "The Autocar" that 1927 is to be a six-cylinder year and certainly the advance particulars that have recently come to hand from many leading manufacturers confirm this view. Thus, for instance, the latest Humber production is a 20/55 h.p. six-cylinder car, the design of which has many points of interest. The engine itself follows Humber practice, having the exhaust valves on the side and the inlet overhead, the rocker gear for the latter being lubricated under pressure. The lubrication system of the engine is unusual. A compound gear pump is employed, one element supplying oil at a low pressure to troughs into which the connecting rods dip, and the second pump supplying at high pressure to the main journal bearings on the crank and cam-shafts and to the overhead valve gear and timing gear. The braking system is such that the front wheel brakes are operated in conjunction with the transmission brake. The side lever applies brakes to a pair of drums on the rear wheels.

The latest addition to the Beat range is a 18/50 h.p. six-cylinder model built specially with a view to export trade, all such features as springing, cooling, wheel track, ground clearance, and so on, having been considered from this point of view. The engine has overhead valves operated by push rods fitted with a very neat adjustment on the rocker arms. The cylinder head and valve gear can be removed complete without disturbing the timing. Lubrication is pressure fed, the pressure being adjustable. The drive is through a single dry-plate clutch, four-speed gear box and spiral bevel gear to the back axle. Four-wheel braking of the Perrot-Servo system is provided. A pedal applies large internal expanding brakes on all four wheels, while a hand lever operates a pair of brakes on the rear wheels only. Adjustment of the four-wheel brake set is effected rapidly by the movement of one wing nut, an additional adjustment being provided for the front wheel brakes. The chassis is marketed at home at the moderate price of £365.

The latest Sunbeam is a six-cylinder model rated at 25 h.p. and having an engine of unusual power, giving splendid acceleration and wonderful accessibility. The chassis is made in two wheel-base lengths, of approximately 11 feet and 11 feet 6 inches respectively. It has been very thoroughly tested and is now well in production, so that immediate delivery can be given.

A newcomer to the Wolseley range is a 14/45 h.p. six-cylinder model, the engine of which runs very smoothly at road speeds varying from five to sixty miles an hour. The model has been thoroughly tested in France, over the mountains into Spain and among the passes of the Alps and has thoroughly proved its suitability for overseas conditions. There are six brakes in all, the four-wheel system being operated by pedal. The semi-elliptic springs are of unusual length and, in conjunction with shock absorbers front and rear, give very comfortable running.

The 16/40 h.p. A.C. though not a new production, calls for remark, inasmuch as the home price of the 2-3 seater has recently been reduced from £495 to £395. This has resulted in a very big demand, the whole production being now booked up for some weeks ahead.

In addition to their older 18 h.p. model, Armstrong Siddeley's are now producing a new six-cylinder vehicle known as the "Long Eighteen", in which the wheel track has been increased to 4 feet 8 inches and the wheel base to 10 feet 9 inches. The result is a very commodious car accommodating six or seven people in comfort and thoroughly suitable for overseas use. The braking system is new. The brake drums measure over seventeen inches in diameter and there are six-brakes in all. The home price of the chassis is £450.

Firms which specialise in the production of low priced vehicles naturally continue to devote themselves to four-cylinder models. In this group there is a noteworthy tendency towards price reduction, rendered possible by increased output which, in turn, is largely due to increased export. One may take, for example, two well-known makes of which Messrs. Rootes, who have just now taken possession of their magnificent new Showrooms at Devonshire House, London, are

the world distributors. As regards home prices, the 11 h.p. "Clyno" touring car shows a reduction of £17-10-0, while the 13 h.p. four-cylinder model of the same make shows a reduction of no less than £40 and the four-door saloon of £48. The Hillman "Fourteen" chassis is only being modified for 1927 in respect of minor details. The bodies have, however, been re-designed to give more comfort and better value for money, despite which the price of the stand-

ard touring car has been reduced in the home market by £20.

The announcement of the Morris programme for 1927 has caused quite a sensation. Not only is it now possible to buy a complete Morris-Cowley two-seater in England for £140-10-0, and a fully equipped two-door saloon with four-wheel brakes for £195, but the chassis has been altered and improved in many respects.



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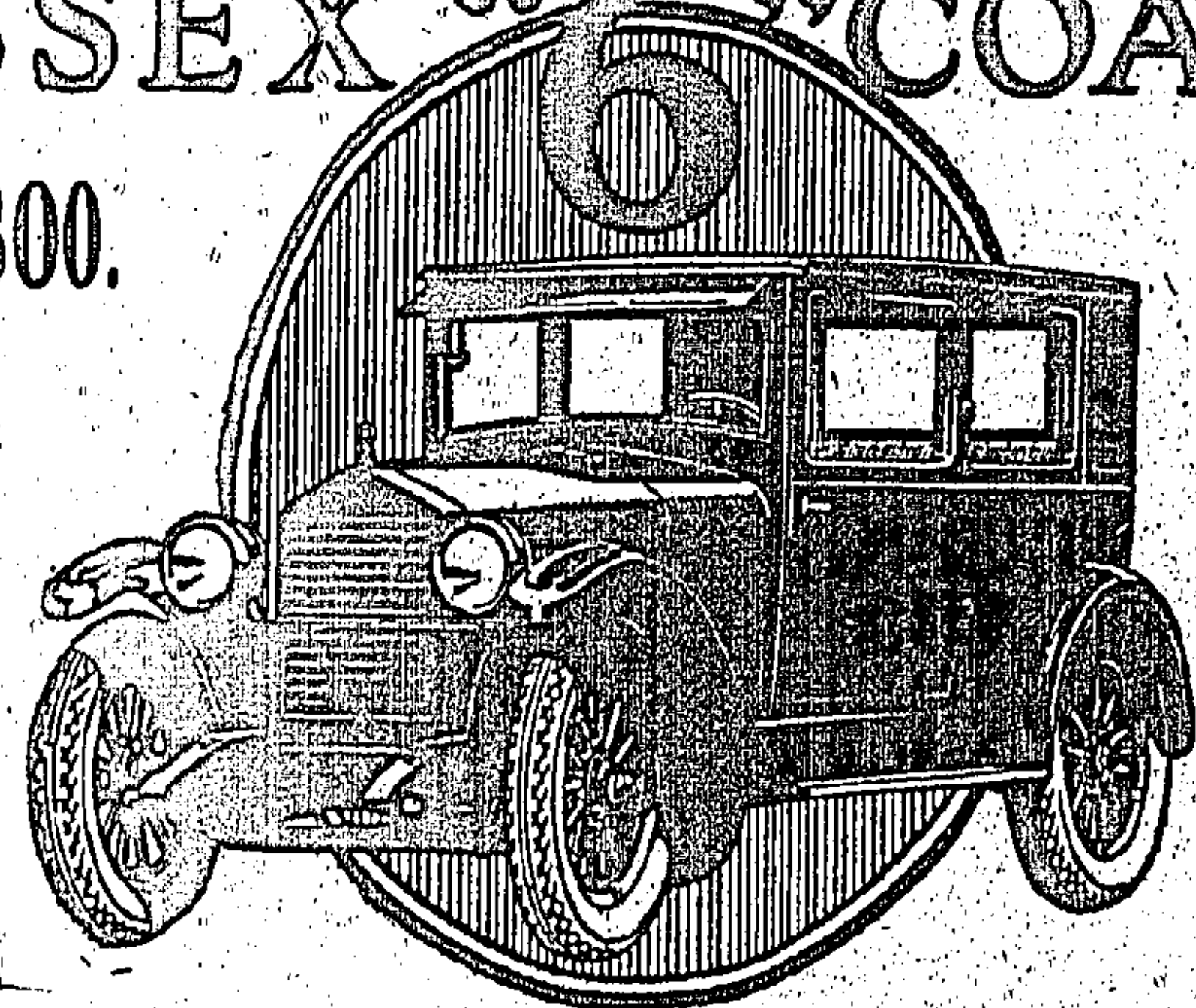
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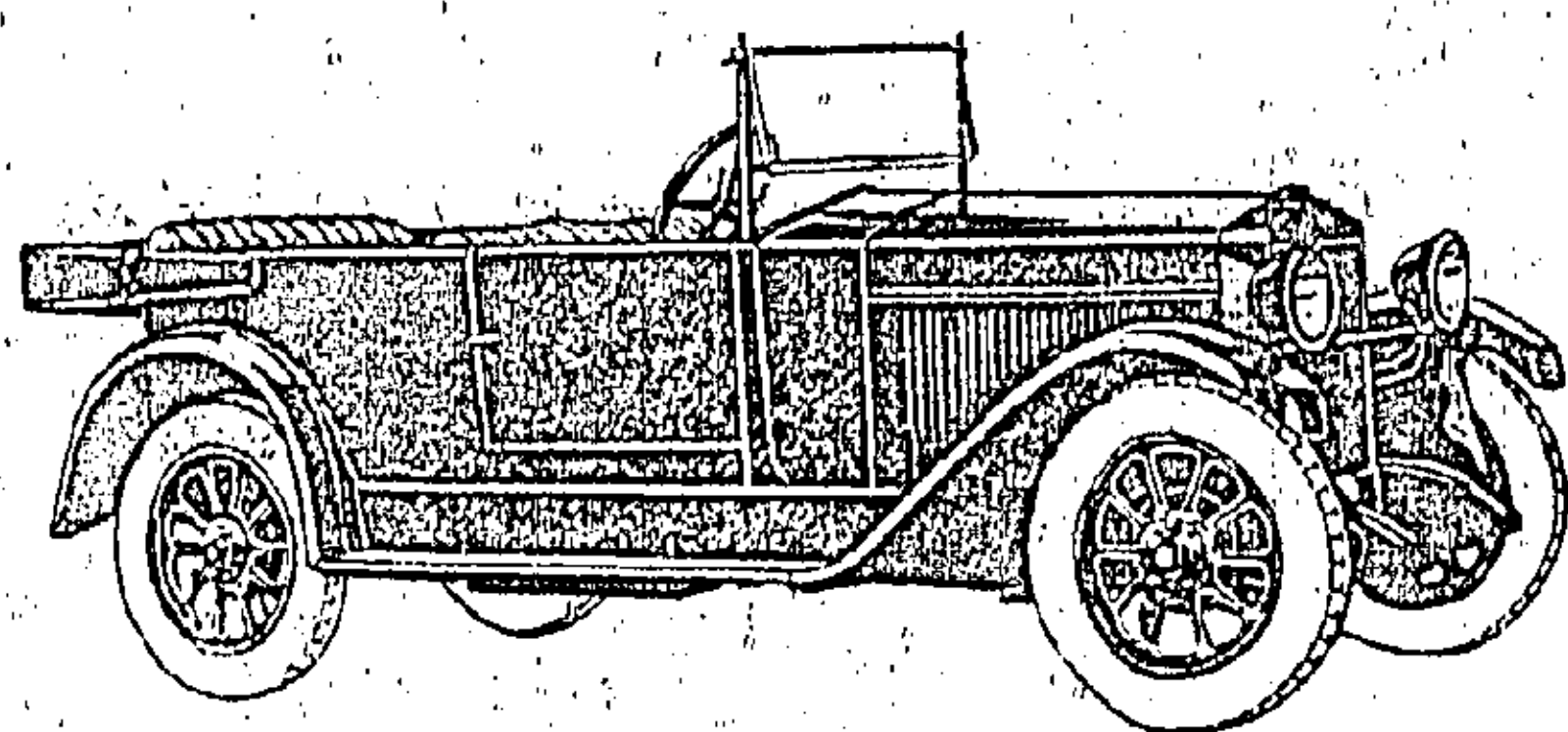
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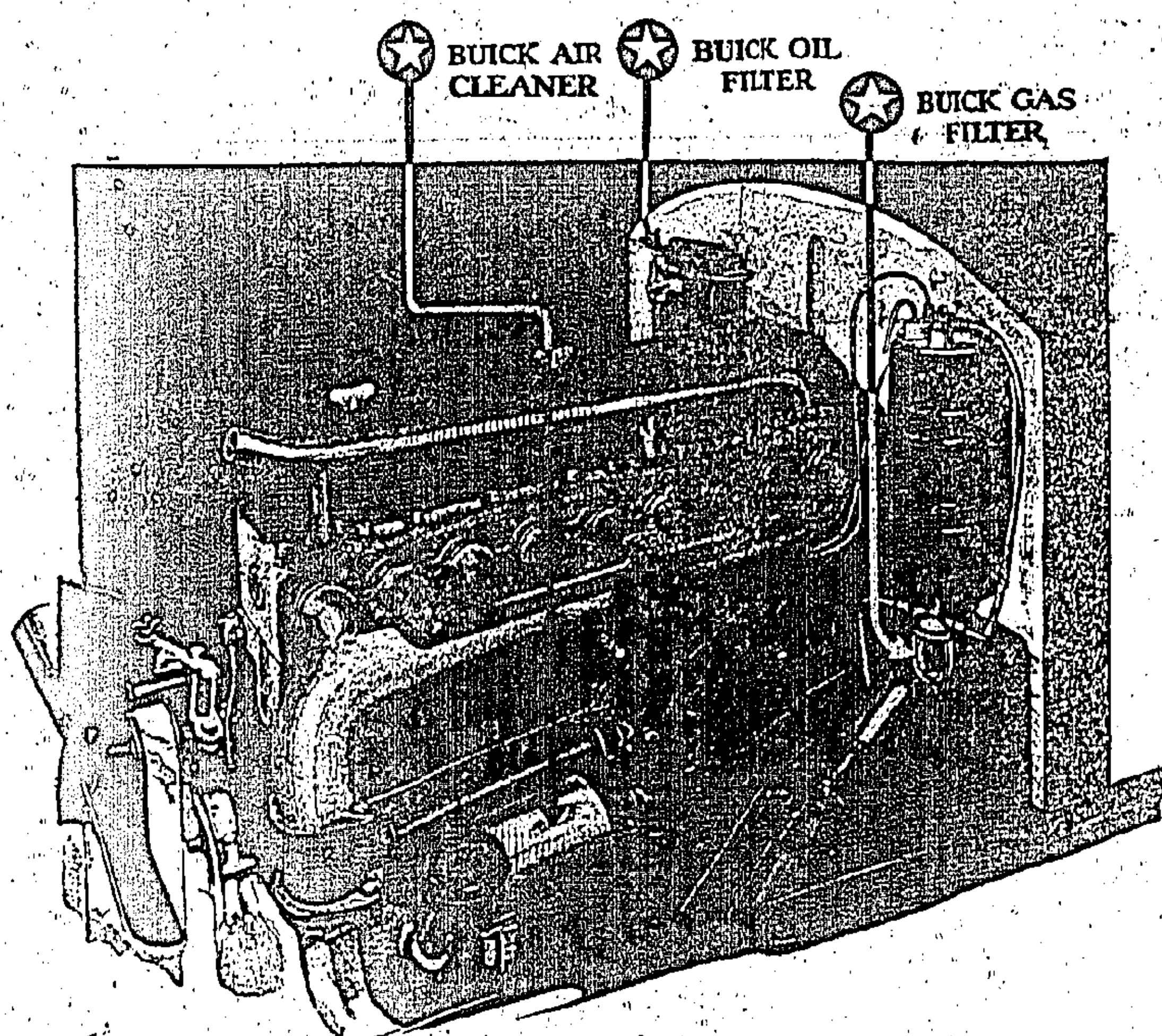
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DEALING WITH THE HOT ENGINE.

The highly overheated engine with its pistons greatly expanded and the oil about them so thin that its lubricating value is almost nil, is in danger of becoming stuck or "seized," if indeed this has not already happened.

AN EMERGENCY OIL SUPPLY.

All spark-plugs should immediately be removed and oil squirted or poured into each cylinder through its plug hole, in liberal amounts, the first "dose" being followed by another, as the oil runs down past the pistons. The cooling effect produced as well as the tendency to restore the lubricating film, is of value. When the engine hand-cranked freely, the danger of its sticking is past.

REFILLING WITH WATER.

There is little danger of causing damage by pouring cold water into a "boiling radiator" if the engine itself is full of water and not overheated, but there is serious danger of cracking the head and even the block casting of an overheated engine if water is supplied before the engine has cooled to a safe temperature.

Unless it is certain that the jackets of an engine are already completely filled, do not supply water to the radiator until the engine has cooled so that the hand can comfortably be held on its cylinder-head. Cooling of an overhot engine can be hastened by removing the hood entirely.

VALVE GRINDING QUERY.

Question:—In grinding the valves of my engine, I find that some of them take on a narrow polished line around the face while others show a uniformly grey appearance over the whole valve face. Which condition indicates the best seating?

Answer: The former is generally taken to be a more positive indication that there is a definite line of actual contact between the valve face and seat. The polished line should be absolutely continuous and rather less than one-eighth inch wide. The narrow line of contact is given the preference partly because with it there is less likelihood of solid particles becoming caught and holding the valve open.

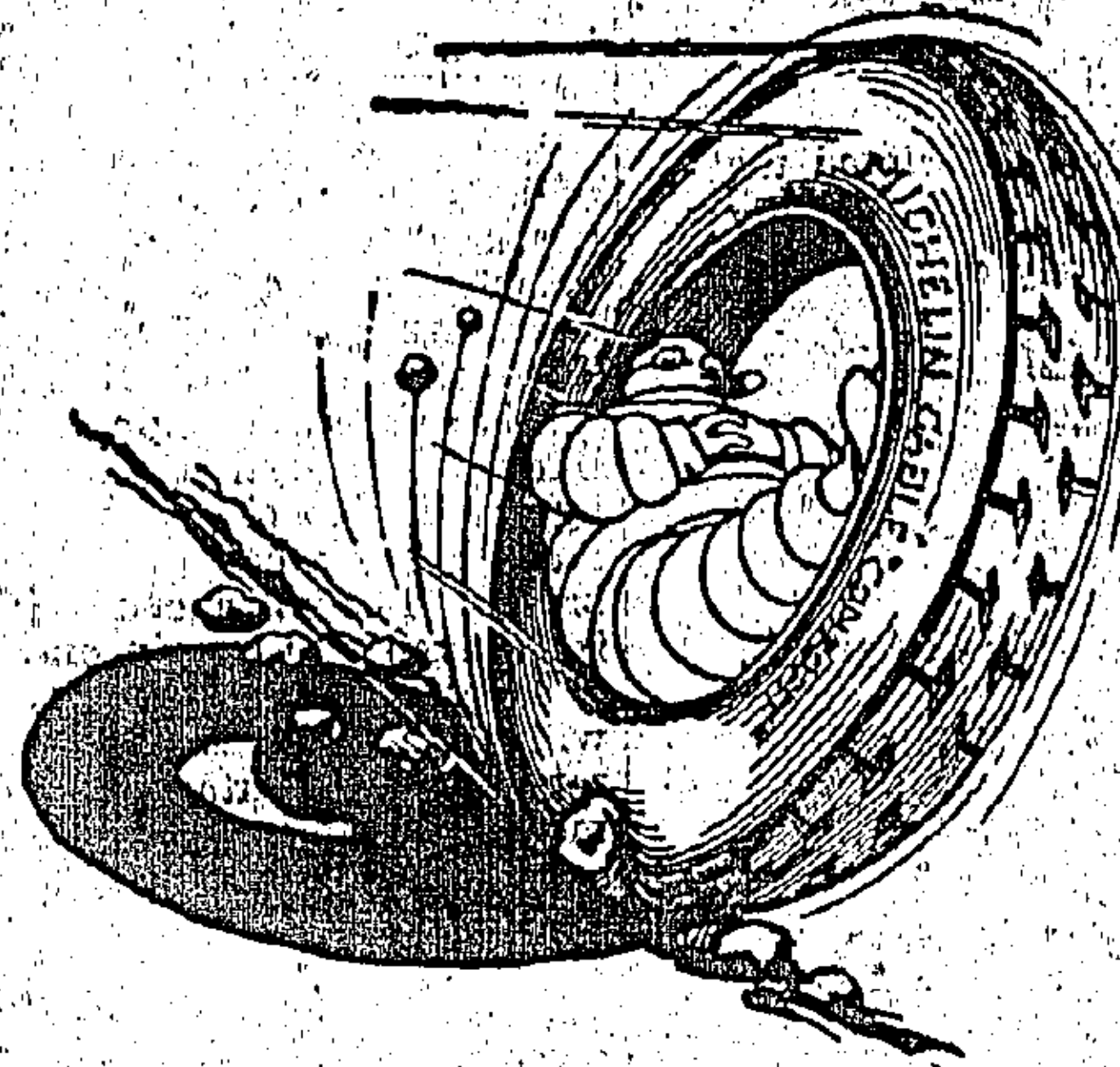
COMPRESSION IS LACKING.

Question:—When I shift my 1922 car into second gear, on a hill, especially if the back seat is filled the engine will not pick up, but dies right down, making it necessary to engage low gear. On level going it seems to have plenty of pep. Eighteen months ago I had new piston-rings put in and soon after this was done, I noticed this trouble. Valves have been ground and carbon cleaned, but the trouble still continues. What is the cause of it?

Answer: It may be suspected that the new piston-rings do not

fit so well as the old ones did, which is a not infrequent result when the job is not done right. You will very likely find that when you hand-crank the engine, some of the cylinders offer very little sustained resistance to cranking on their compression strokes, which indicates a serious escape of gas past the rings. This condition prevents the engine from picking up satisfactorily

from a low speed, under a heavy load as when hill climbing, but its effect is much less noticeable on level going with the engine load rather light. If your car has run as much as forty or fifty thousand miles it may be that the cylinders will have to be re-conditioned and new pistons and rings fitted before you will get full power, but possibly it might pay to try another set of rings.



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This powerful tread with built-up shoulders finds a foothold in any kind of going—up steep hills, through deep mud, sand or soft dirt. Here's real traction for you—real power and speed. And here's far greater safety—on turns, on hills and on the straightaway—than tyres ever gave you before. Now is the time to fit your machine for all roads and weather with full-size four-ply Gum-Dipped Balloons.

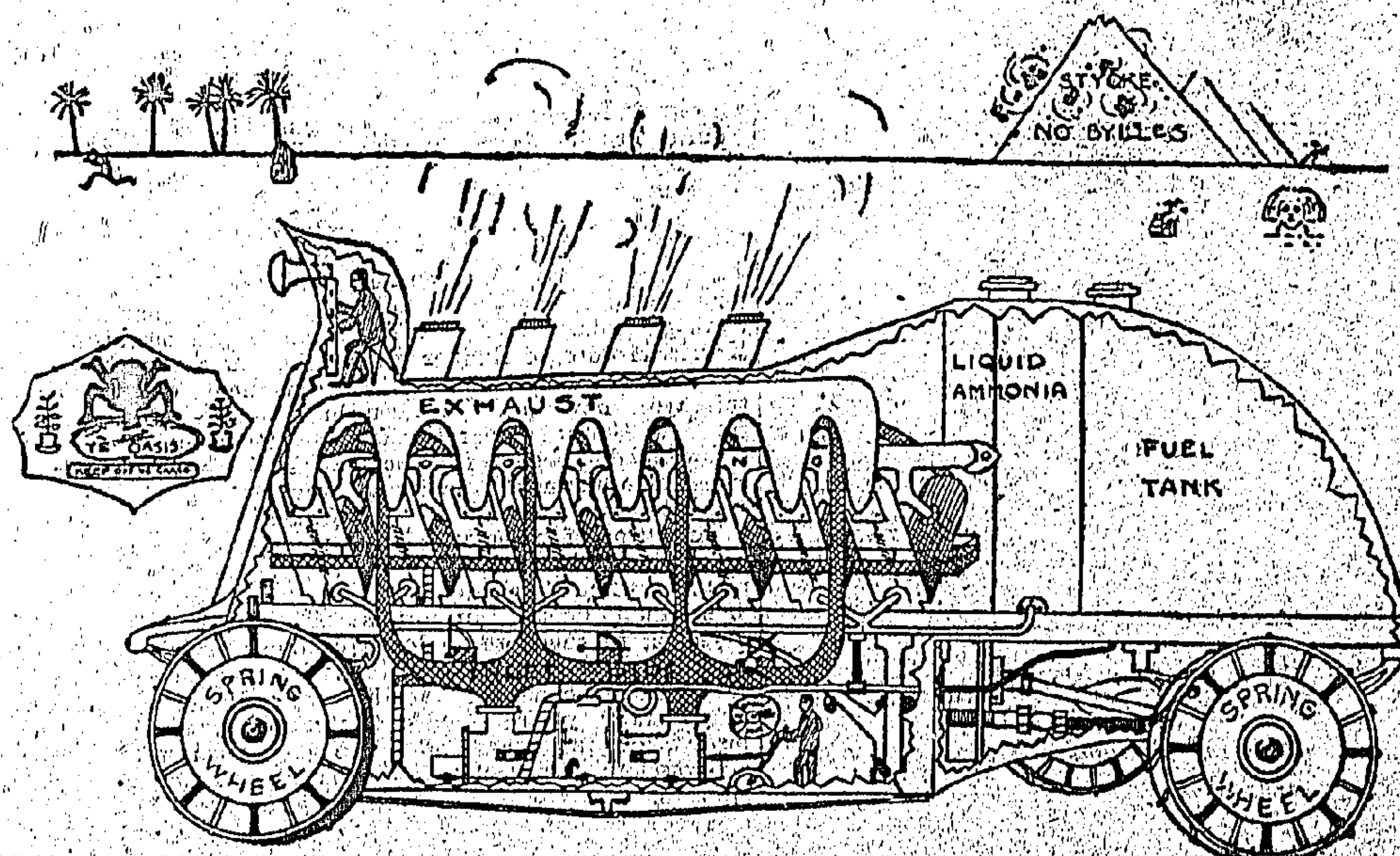
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A PEEP AT THE FUTURE.



Mr. W. Speedboy in command of the 10,000 h.p. Machine on which he covered 200 miles in 1 minute, 30.3/5 seconds on the Sahara Desert Automobile Track. The machine was lubricated with Gargyle Mobiloil.

CHEUNG CHAU'S LIBRARY.

THE GREAT MASTERS.

[BY "CYNICUS."]

I've never been torpedoed, and I've never seen a marine dealer's store after an earthquake and tidal wave. . . . but, after a voyage to that priceless (should have said—valueless) little island of Cheung Chau, I've formed a fairly good idea of what would be the result of such catastrophes were they to happen simultaneously. It was Kipling, I believe, who wrote a few verses after the South African war, entitled "Boots," and I remember hearing an elocutionist invest the lines with a sort of marching rhythm:

Boots, boots, boots, boots
Coming up and down again—
There's no discharge in the war.

—and as I voyaged to Cheung Chau, I wondered what on earth (or sea) were all those objects *sans vertu* which kept on "coming up and down again"—not only old boots, but rags, rotten fruit, mattresses (probably serving as rafts to their countless passengers), tins, defunct chickens, cats, dogs, yes, and even a goat:—

Coming up and down again—
All discharged in the sea!

Questioning mine host for the week-end, I gleaned the information that the Sanitary Department's fleet was responsible for the garbage-strewn water, and that all this sleet and rot (or whatever the Rear-Admiral of the Fleet calls it) was brought out from Hongkong daily, and cast to the mighty deep (what a pity they don't attach a few fire-bars to the larger corpses). The sight did explain one thing, however, and that was why an annual swim does not take place between Hongkong and Cheung Chau.

It was not until Sunday morning that I discovered the real reason for this dumping process, and then I paid silent tribute to the beneficent action of our S.D. Scattered along the beach were hundreds of pages from precious tomes of but yesterday, and much of Hongkong's official and unofficial soul was laid bare before me. The philanthropy of a well-known talpan was revealed by glancing through the Butts of finished cheque-books, and the rapid sequence of dates and amounts bewildered me. One individual named "Self" came in for the most unselfish share of this great man's fortune. Then, again, nicely typewritten pages proved a revelation in Governmental inter-departmental courtesy, although in one example, a tragedy was written large in the refusal to sanction an additional conveyance allowance. Business secrets were opened out, and one Manchester firm regretted its inability to allow a further 2½ per cent. off the list price. Even family matters were not allowed secrecy, and one letter written by Mrs. X, from the Isle of Wight, informed her hardworking spouse in Hongkong that she was expecting another addition to the wardrobe in the shape of a fur coat from Derby and Toms (whatever those particular fur-bearers may be).

And so on. Tiffin-time aroused me from such a feast of literature, by, for, and of the great masters of Hongkong, and as I left Cheung Chau's reference library, I could but admire the snub which our Sanitary Dept. has given to Mr. Carnegie.

COLONY'S FINANCES.

POSITION AT END OF JULY.

Official returns show that the Colony's credit balance at the end of July was \$6,512,370, as compared with \$6,590,702 at the end of June.

The revenue from January to July was \$11,304,428, as against \$14,971,241 in the corresponding period last year, the main shrinkage being in licences and internal revenue, which declined about three million dollars.

The expenditure for the seven months was \$12,905,040, as compared with \$16,066,667 in 1925.

Lieut.-Com. Billyard-Leake, R.N., D. S. O., who was in command of H. M. S. Iphigonia at Zebrugge, and who attended the Prince of Wales to India, Japan and Australia, was married on the 22nd. September at St. Paul's, Knightsbridge, to Miss E. W. Laird.

MIXED GRILL
A Merry Miscellany
Ashley Sterne

A hitherto unknown tribe of pigmies, some of whom are no taller than 3ft. when fully grown, have been discovered on the Ramu River, New Guinea. This will be a pleasant surprise to ethnologists, as things have latterly been very slack in the pigmy-discovery market. Of course pigmies are essentially very hard to discover owing to their diminutive size, which renders them liable to be overlooked. And explorers will tell you that even when they are presumably discovered it is very difficult to tell an adult pigmy from an ordinary well-developed child. The safest method, according to that famous explorer, Major Bloodstone Gore, is to teach the suspected pigmy to speak English, and then if he subsequently asks you for a cigarette-picture you know "at once he is only an ordinary urchin."

Apocryphos of this, that colossal old ass, Professor Barmion Crumpey, writes to me from the Isle of Dogs to say that he has discovered a new race of pigmies there, many of whom are no taller than 5ft. 10in. He claims for them that they are the largest ever discovered, and he is now busy writing a long article for the "Undertaker and Funeral Mute" to prove it.



"I hear that fellow Chankley is a teetotaler, a non-smoker, a vegetarian, an anti-vivisectionist, an anti-vaccinationist, and an anti-gambler, all from conviction." "I'm not surprised. He looks the sort of man who wears flannel next his conscience."

A writer of the social gossip column in one of the London dailies expresses the hope that people, instead of conversing with each other in the usual perfunctory and desultory manner, will seek to cultivate the epigrammatic style of conversation. I quite agree. Existence would be rendered much more tolerable if we all talked epigrams, which are really quite easy to evolve. All you have to do is to distort a proverb or two, and chuck 'em in a perfectly meaningless paradox now and again. I give a specimen of a dinner-table conversation held in the epigrammatic mode:—"Vulgarity, dear Lady Dogfish, is the spice of life!" "True, dear Mr. Cowface, but commonness is so very uncommon nowadays, don't you think?" "Quite. So few people seem to be born with a steel knife in their mouths."

"Manners unmake man, in fact." "Undoubtedly. After all, manners are only the comparative degree of man." "Which only proves that necessity is the mother of convention." "And that nothing succeeds like excess!" "Ah! but that is the way of life." "But what else is life, Lady Dogfish, but the exterior token of an interior liver?" "Life, Mr. Cowface, is the art of dying vivaciously!" All of which is totally unintelligible, but it's awfully smart and far better than merely asking Lady Dogfish to pass the pickled onions and relapsing thereafter into a surly silence.

At a barrister's wedding the other day I read that the ceremony concluded with the hymn, "Fight the good fight." This selection would be all right for a pugilist's wedding, but somehow I fancy an

after choice for a barrister's nuptials would have been, "Brief life is here our portion."

SILLY SEASON LOVE LYRICS.

III.

O sweet, when I gaze on your lineaments fair,
You remind me of all sorts of beautiful things:
Like a hop-pole, your neck, like a haystack your hair,
And your ears like bat's wings.

The ultramarine of the gentian's bright hue,
And the azure of myriad mid-summer skies,
Combined with the fire of the sapphire, I view,
When I stare in your eyes.

The pink of the sunset on soft Alpine snow,
The glow of the sunrise on some lofty peak,
The blush of the rose I can see, doncher know,
When I gaze on your cheek.

And I find as a study your features, my sweet,
Not just azure of sky and russet of rose,
But the incarnadined flush of tomato and beet,
When I look at your nose.

Cricket is practically over for the season, but this does not mean that the experts will rest from considering the problem of speeding up the game in readiness for next summer. Briefly put, the theory is that as matters stand at present conditions are much too hard for the poor overworked bowlers. But I go farther than this and assert that they are even harder for the fieldsmen. Whenever short leg, for instance, lets a hit go by he has to sprint about a quarter of a mile to the boundary. Surely in these circumstances he might be allowed to take a taxi? Then, again, I am all in favour of the fieldsmen being allowed to carry sacks or butterfly-nets in which to make



catches, while I have always been a strong advocate of the fielding side, being given the power to declare the batting side's innings closed when the latter may be considered to have had a fair whack.

CORRESPONDENCE.

Do Halibuts make good husbands?

Sir,—All the halibuts I have ever known (and I have known many from the ree to adult fish-hood) have, upon marrying, invariably displayed but the scantiest regard for the marital tie. They frequently stop out all night; they take not the slightest interest in their wife's eggs; they idle away their time hobnobbing in the harbour-bars; and, in short, lead the fishiest kind of life imaginable.—Yours most vehemently, (Rev.) Charles Haddock Surgeon.

Sir,—A life spent in a diving-bell in the North Sea observing the habits of halibuts in sickness and health has served to assure me that this amiable pleuroctid makes a model husband. He never swears, has never been known to refuse his wife a new hat, and drinks nothing but water. What more need I say?—Yours enthusiastically, Adam Hardroe.

Sir,—Why not save your time by putting the question direct to the Billard Association?—Yours, in amazement, A Whyte-Potter. P.S.—I beg your pardon. I misread the word "halibuts" as "half-butts." Please return this letter unread.

A Montreal message says that the new North Channel in the St. Lawrence River below Quebec will be opened to navigation on June 1, 1927. On the completion of the work of dredging, which has been going on for the past ten years, the depth of water in the channel will be not less than 35ft.

Mr. J. Heitner has been appointed editor of the Sphere, following the retirement of Mr. Clement Shorter, and Mr. P. Home has been appointed art editor.

DINNER DANCES

If you MUST dance during Dinner, at least ensure that your *Aperitif* contains

ANGOSTURA BITTERS

thus safeguarding an otherwise impaired digestion.



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Colder nights are approaching when Fires are necessary.

INSTALL A GAS FIRE

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| 3381 | { SCOTS WHA HAE | ROBERT BURNETT |
| | { WILLIE'S GANE TO MELVILLE CASTLE | " |
| 3382 | { I GAED A WAEFU' GATE YESTREEN | " |
| | { A WEE WEE GERMAN LAIRDIE | " |
| 3383 | { A MAN'S A MAN FOR A THAT | " |
| | { PIPER O' DUNDEE | " |
| | { MY LOVE'S BUT A LASSIE YET | " |
| G 6588 | { O' A' THE AIRTS | ARCHIE ANDERSON |
| | { SCOTLAND YET | " |
| G 6597 | { BONNIE DUNDEE | " |
| | { WE'RE A' SCOTTISH HERE | " |

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INFLUENZA CATARRH

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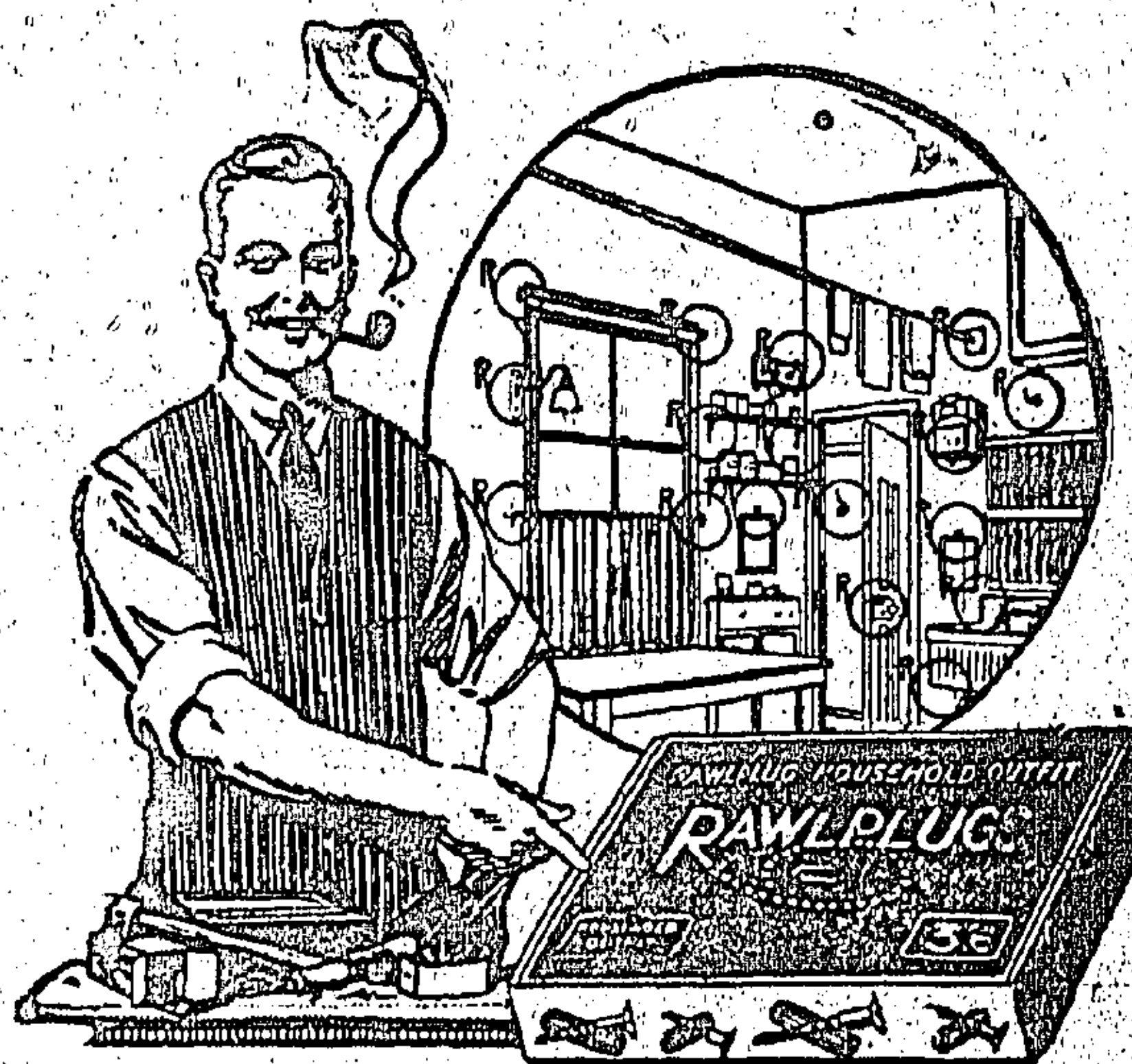
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FELIX VILLAS BUS SERVICE

CHANGE OF SCHEDULE

Commencing Monday Morning, 1st Nov., 1926.

LEAVE BLAKE PIER.	LEAVE FELIX VILLAS.
7.30 a.m.	8.00 a.m.
8.25	8.50
10.15	10.50
12.15 p.m.	12.50 p.m.
1.15	1.50
2.15	2.50
4.15	4.50
5.15	5.50
6.15	6.50
7.15	7.50
8.15	8.50
9.15	9.50
11.15	11.40

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By early registration, the best available accommodation is at your disposal. Call at our Offices or write for full particulars to:—

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CANTON TAXES.

OFFICIAL DOCUMENT ISSUED.

The following correspondence has been forwarded by the Government for publication:
From: Acting Minister for Foreign Affairs, Canton.
To: H. M. Consul General.
20th October, 1926.

Sir, I am in receipt of a letter from the Minister of Finance reading as follows:
With a view to protecting the sources of revenue, and putting a stop to all forms of illegal activity, this Minister has established an Inspection Corps for the examination of the goods of passengers on all incoming and outgoing trains and steamers in Canton and district. It is requested that you will inform all Consular representatives accordingly.

A copy of the Inspection Corps examination regulations is enclosed.
I have the honour to inform you accordingly, and to transmit to you a copy of the regulations in question.

I have, etc.,
(sd.) CH'EN YU-JEN.

Examination Regulations.

I. With a view to protecting the sources of revenue and putting a stop to all forms of illegal activity, the Ministry of Finance of the Nationalist Government has established an Inspection Corps for the examination of the goods of passengers on all outgoing and incoming trains and steamers in Canton and district. All duties in connection with the said examination will be carried out in accordance with the provisions of these regulations.

II. The Inspection Corps will be under the direct control of the Ministry of Finance Department for the Pursuit of Smugglers and the Protection of Merchants, and will be constituted, after the manner of the Merchants' Protection Corps, into one main corps, with three secondary corps under it.

The Corps' Duties.

III. The duties of the Inspection Corps are set forth hereunder:

1. Matters connected with the searching of outgoing and incoming steamers.
2. Matters connected with the searching of incoming and outgoing trains.
3. Matters connected with the examination of passengers or their luggage.
4. Matters connected with the examination of passengers' documents or passports.
5. Matters connected with the examination of all goods imported into and exported from Canton.
6. Matters connected with the examination of all contraband goods.
- IV. Should the Inspection Corps discover any illegal documents or passports in the course of their examination of passengers, they should confiscate the articles in question and report the matter to the Department for the Pursuit of Smugglers and the Protection of Merchants.
- V. Should the Inspection Corps in the course of their examination of travellers come across anyone whom they regard as a suspicious character, they should detain him and send him under escort to the judicial section of the Department for the Pursuit of Smugglers and the Protection of Merchants, for examination.

Inspection Offices.

VI. The Inspection Corps may, in the course of their examination, require travellers or captains of ships and other responsible officials to answer every kind of question. The form of questions to be asked and the answers required will be determined later.

VII. In view of the necessity of having somewhere to carry out their examinations, the Inspection Corps may establish examination offices which will be located as under:

1. The Bund.
2. Honam (opposite Canton).
3. Bocca Tigris.
4. Tushan (Kowloon).
5. Shumshan (Hongkong Frontier).

Should the necessity arise, additional examination offices may be established with the consent of the Ministry of Finance.

VIII. The rules and expenses in connection with the examination offices will be determined later by the Ministry of Finance.

Minister's Powers.
IX. The officials appointed as heads of the (subsidiary) inspection corps will be under the orders of their respective superior officers for the carrying out of all duties in connection with their corps.

X. In view of the fact that there will be correspondence to write and various matters to deal with, the Inspection Corps may engage clerks, whose number shall be reported to the Department for the Pursuit of Smugglers and the Protection of Merchants for approval.

XI. These regulations shall come into force from the date of promulgation.

The Ministry of Finance may revise the foregoing regulations as the occasion demands.

Opium Smuggling.

From: Acting Minister for Foreign Affairs, Canton.
To: His Majesty's Consul-General.
October 23rd, 1926.

Sir, I am in receipt of a letter from the Ministry of Finance stating that a communication had been received from the Opium Suppression Bureau pointing out that the West River was an important artery of communication between Kwangtung and Kwangsi and a pivot of commercial intercourse. An examination office had already been established at Dosing for the purpose of putting a stop to smuggling of opium in the lower reaches of the West River, was also a place of importance from the point of view of the transport of goods, and an additional examination office should be established there in order that by means of inspection all loopholes might be closed up. Mr. Liu Yi-fu had already been appointed head of Hokow Examination Office, and would shortly establish the office in question and commence examination. An announcement to this effect had also been circulated. All steamers of whatever nationality must, on arrival at the examination offices established by the Ministry of Finance, stop for examination before they will be allowed to pass, and they must not attempt to force their way past in contravention to this ruling. A notification to this effect had been circulated, and this Ministry is requested to inform all Consular representatives accordingly with a view to the necessary instructions being issued to the merchant vessels of their respective nationalities.

FRANCE AND TURKEY. NEW FRENCH AMBASSADOR ARRIVES.

Angora, Oct. 29.
M. Daeschner, the French Ambassador, has handed in his credentials to Mustapha Kemal. Both delivered speeches advocating the consolidating of relations between France and Turkey.

allowed to pass, and they must not attempt to force their way past in contravention to this ruling. A notification to this effect had been circulated, and this Ministry is requested to inform all Consular representatives accordingly with a view to the necessary instructions being issued to the merchant vessels of their respective nationalities.

I have, etc.,
(sd.) CH'EN YU-JEN.

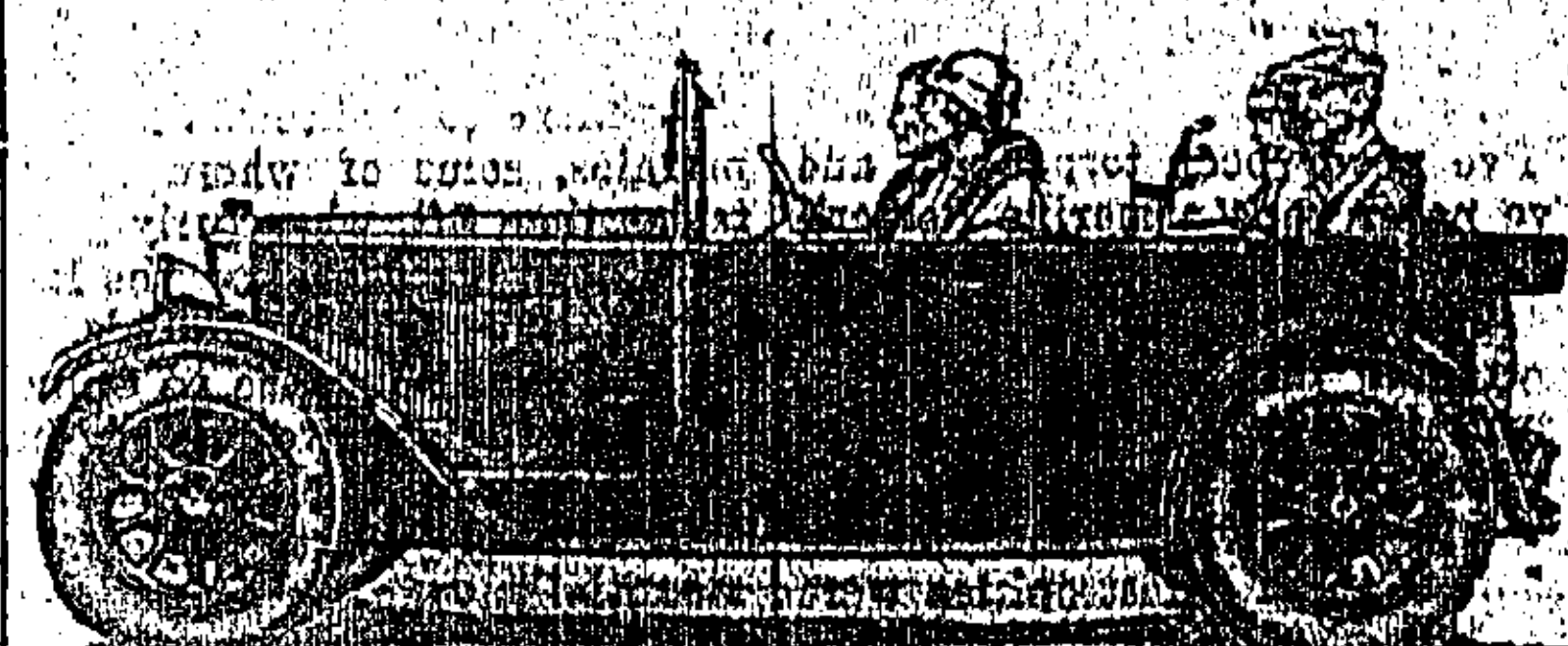
THE WORLD LADIES' & GENTLEMEN'S HAIRDRESSING SALOON.

58 Nathan Road, Kowloon.
We beg to announce that we are opening a most up-to-date "Ladies' Beauty Parlour" on the 1st of November.
We have with us Madame Alma, who has just returned to the Colony bringing the latest equipment and methods in Beauty Culture.
Madame Alma will attend to all requirements in Beauty work and gentlemen requiring their nails well attended to should make appointments.
Madame Alma has had 9 years' experience with hotel work, and has been at these Leading Hotels of the Far East: Grand Hotel, Yokohama; Astor House Hotel, Shanghai, Record, Nanking Road, Shanghai; Hongkong Hotel, Hongkong; Alma Beauty Parlour (her own place) Hongkong; Manila Hotel, Manila, P. I. Madame Alma has just returned to the Colony after an absence of two years.

SOCIETY OF ST. VINCENT DE PAUL

ANNUAL MOTOR CAR DRAW

In aid of the funds of the Society for the support of the Poor of Hongkong.



FIAT 509

To be drawn for on the night of the Society's 43rd Annual ALFRED FETE, 5th December, 1926. Tickets (\$5 each) on sale at various Clubs, etc., and at the Duro Motor Co., Kowloon where the car is on view.

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PUT ON A ROOFING THAT LASTS.

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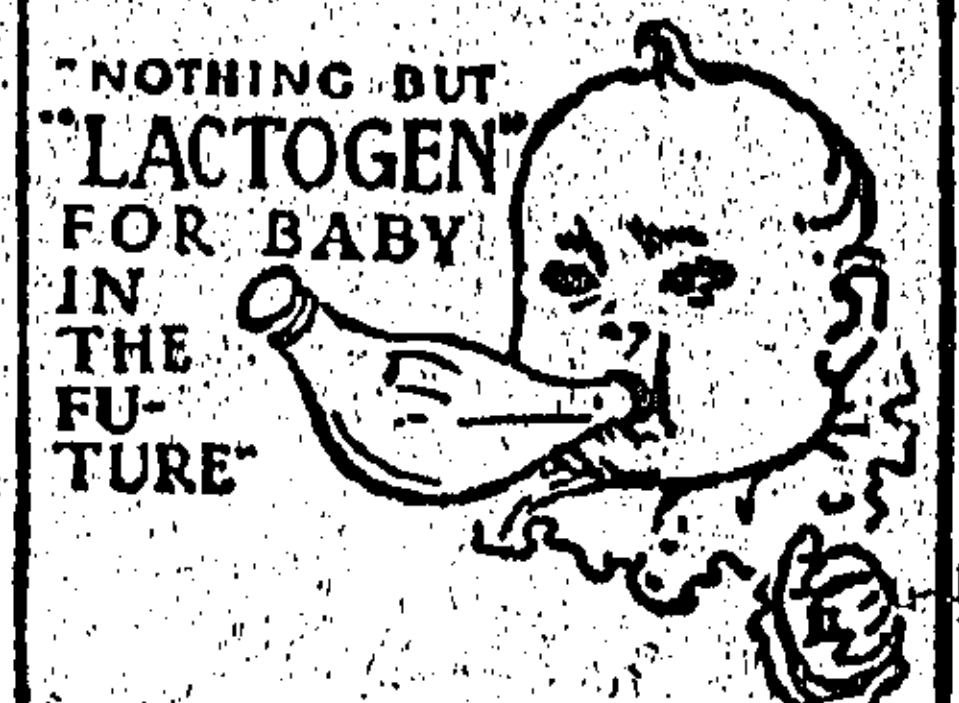
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WOMEN'S INTERESTS



Above, velvet hat of medium sized brim, charming for any face; below, black draped velvet with visor brim and cut feather.

HAT BROOCHES.

ONYX AND CORNELIAN.

Hat brooches are to be as popular as ever during the coming season, and these pretty ornaments are becoming the excuse for all sorts of quaint conceits in the way of jewelled hat decoration.

Bird jewellery is a craze of the moment, and so designs with birds predominate in hat brooches. A pair of storks flying, an eagle about to pounce on its terrified prey, a hawk after a pigeon, two geese fighting, all silhouetted in diamonds, are a few of the unusual ideas seen in this very modern type of jewellery. A cavalry sword, showing only the hilt and the point, and suggesting that the rest is thrust through the hat, is another striking brooch of this kind.

Onyx, cornelian and jade are used a great deal as tips on these pin brooches, and the chic woman wears real diamonds in her hat as often as paste, though the latter are so exquisitely set that it is difficult for any but an expert to tell the difference.

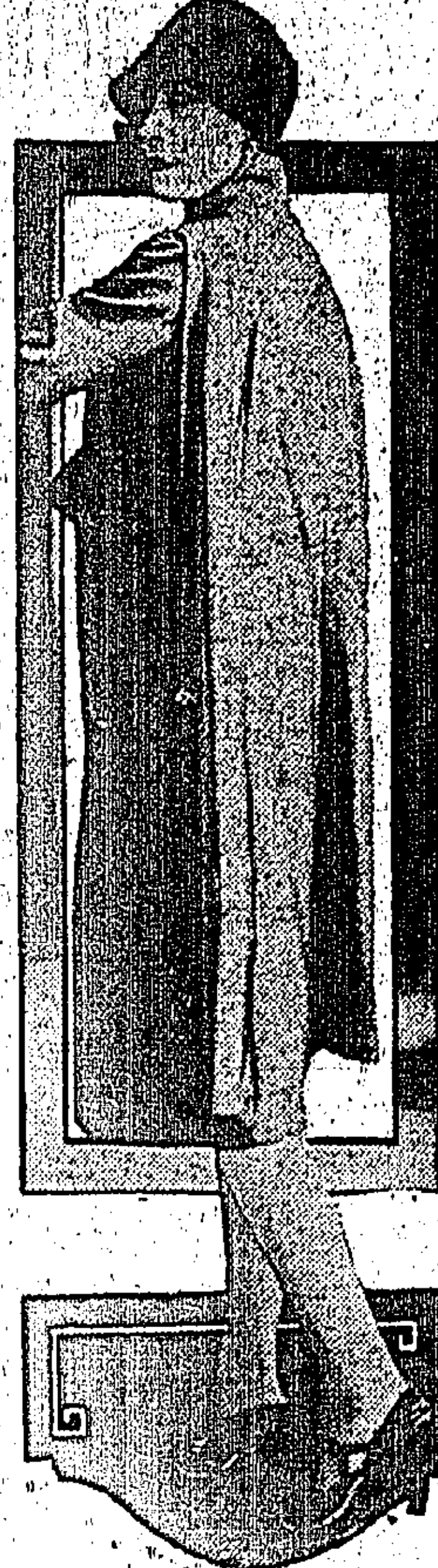
the top of the lid—handles, which obligingly turn into scent sprays when necessary. Ultra-smart women are wearing in the form of enormous rings, on their fingers, jewelled platinum cubes and ovals, filled with scent.

The New Patchwork.

Scraps of bright coloured materials can be used to form an uncommon trimming for cushions, table-cloths and similar articles. Cut them out into circles, diamonds, leaf shapes, &c., button-hole stitch the edges to prevent fraying, and applique them as taste dictates.

A Bridge Novelty.

A very pretty bridge score pad is one of the novelties made from galalith, a metallic substance which can be cleaned as easily as a slate. The top of this pad is decorated with the figure of a girl about to scale a fence; while the foot of the fence acts as a trump indicator. A pencil is, of course, attached to the pad.



This smart afternoon coat is of rosewood-kasha. Note the frigid lines.

LATEST NOVELTIES.

COCKTAIL GLASSES.

Cocktails have become the inevitable preliminary to the modern dinner party. At one time we used sherry or port glasses for serving these liquid appetisers; now, however, special sets of glass ware are designed for the purpose, and if we would be very smart and up-to-date, we must possess a socketed tray of them arranged round a plated cocktail shaker.

A set of cocktail glasses of unusual design are of plain crystal glass each with a bright glass cherry at the bottom, which in all but taste and substance suggests the "cherry in it" that people ask for in an aperitif.

Miniature cut glass coaching tumblers are a variety of cocktail glasses, but tall stems and open bowls reminiscent of antique sherry glasses appear to be most popular. Two-colour glasses are a rage of the moment. Bowls of amber tone on thick stems of opaque milky-white, and crystal on jade-green stems are particularly effective.

"Shaking" a cocktail is quite an art, and demands an expert knowledge of the constituents of different alcoholic liquors and the order in which they may be blended. Any attempt by a novice to invent a new mixture would almost certainly be disastrous. There are several books published giving the correct mixtures for the different well-known cocktails, and close adherence to the list of ingredients and directions in shaking is the only assurance of success.

EVENING FROCKS.

A NEW NOTE.

Hand-painted chiffon to simulate shaded effects is a new idea. An evening dress was treated in this way, with tier upon tier of painted material falling from the waistline, and a fluted bolero hanging from the shoulders. The colour scheme was camellia shading to deep mulberry, and rhinestones held the bodice in place, and adorned the waist.



Californians want to enter charming "Little Fawn," pictured above, in a contest with Miss Molanie (an Indian beauty) and all other Indian comers. "Little Fawn" is a princess of the Klamath tribe. She took part in the recent opening of the Redwood highway between Orick and Trinidad, California.

FASHIONS, FADS AND FANCIES.

Chiffon is at present by all odds the most important material for the evening gown. Younger women prefer plain chiffon unadorned except by skirt embellishments of self material, whereas matrons prefer beaded chiffons with softly bloused backs and gently flaring hemlines.

A Tennis Comfort.

With the introduction of silk stockings to the exclusion of all others, many people find themselves with weary feet at tennis long before they wish to stop playing. Some have adopted the wool sock with the coloured top, which has somewhat the appearance of the ski sock, but for those who do not wish for such a professional appearance much comfort can be obtained by wearing, unnoticeably, the ordinary white cashmere "footie" inside their tennis shoes.

Afternoon Frocks.

Smart couturiers are determined to get rid of the sports influence for afternoon wear, and are consequently showing frocks which, without being in any way remarkable in design, suggest femininity above all else. Plain black satin is much admired. It is simply made, on straight lines although the back may be slightly pouched. Individuality is achieved with a sash of self material which must be loosely tied with ends.

Puffs and Sponges.

Soiled powder-puffs are a frequent cause of skin blemishes, and should never be used. They should be kept scrupulously clean, and it is a good plan to have a covering to protect them. Powder can be applied with small pieces

of fine chamois leather that can either be washed or thrown away when soiled.

Face flannels and sponges must be kept clean too. A slimy sponge can be cleared by soaking it in strong ammonia and water, or strong salt and water, for several hours; wring it occasionally during the time, and then rinse in cold water. A torn or ragged sponge can be stitched into a bag made of cheesecloth, and will be quite useful in the bath.

Cinderella Heels.

To make yet another change in dance-shoes, a coloured glass heel is coming in. We are to see silver kid, and lisse shoes with one shining, fragile-looking heel. The idea is that the heel should match one's necklace, or earrings in colour and substance, and now that crystal is considered so very elegant, crystal heels are to be just as desirable.

Theatre Cap.

A pretty theatre cap of finest gold fillet, cut Russian coronal fashion and embroidered with flowers, has been specially designed for those who have to travel some little distance, and possibly drive their own car. It is light enough not to disarrange the coiffure in the least, but also snugly fitting enough to keep the hair beautifully tidy.

Pretty Novelties.

Dainty little "gadgets" for the dressing-table are still being designed by artistic inventors, and to design something that is also something else, appears to be the general aim. There are silver and cut-glass powder bowls, with curious little knobby handles on



Mildred Gustafson showing the Grecian Bob. Cleo Spahr with the Egyptian Bob. Lorraine Johnson in Rose Petal Hair Dress.

Mildred's tresses for the coming fall styles are in process of another convulsion, change, contortion or what have you?

The autumn mists of the year, when the leaves start falling will be doing strange and startling things to her coiffure if the edict of hair-dressing dictators is followed.

For hear ye, new things have come to reign under the nation's bonnet.

Susie will still stay bobbed, according to the beauty expert, Madame Louise. But, O, my, with what variations!

For instance: The windy bob. The Ritz bob.

The Egyptian new-departure to embellish that "come-hither" look.

And there's the Grecian wave; the Swirl bob and the bob that carries its own transformation.

"Hippity hop to the barber shop," bids fair to become the nation's anthem. No lady ever had more chance to change both her mind and hair at the same time than this year.

She can even have it shorn, after the name of a flower should she care for and choose the "Rose Petal" trim.

Speaking Of Ears!

Girls' ears will be out this coming season, foreheads exposed, and nails painted to match both hair shades and gown, Chicago beauty experts announce. And while speaking of ears, the dear little things are to be dyed cerise and flesh colour. The bob is here to stay because it's so comfortable and the transformation to go with it will enable effective variations for evening wear. New styles will be exotic and individual, with a care to please girls who seek that "come-hither" expression.

And the Ritz bob, perhaps snappiest of all, calls for a trim just above the right ear with a swish of what's left binding over around the back and falling in a part along the left side.

In this manner the left ear is left exposed and entirely nude. A large earring should be in suspension if the job is to be done right and to be set off properly.

The boyish bob, of course remains, and come to aid it are the swirl bob and the windy bob, both being a sort of hoydenish method of combing, best for girls who don't care. Experts say the latter two lend artistic atmosphere to the face.

The transformation bob is for evening wear.

It's also a first aid to wives who tasted the shears but want to hide what's happened.

Mme. Louise predicts the coming season will veer away from the standardized and stress particular cuts to suit the type.

"Bobbed hair will never go," she says. "It's too comfortable, but it is to be camouflaged to look long. Ears will be cut and foreheads displayed."

FASHION NOTES.

FROM PARIS.

Many straight coats of sporting fabric are given a more formal finish with pockets of galon. It reappears again as a narrow binding, separating the fur trimming from the material.

Original effects are sought after in jumper suits. One attractive model was made with a finely pleated red crepe shirt worn under a red crepe jumper completely covered with small tucks.

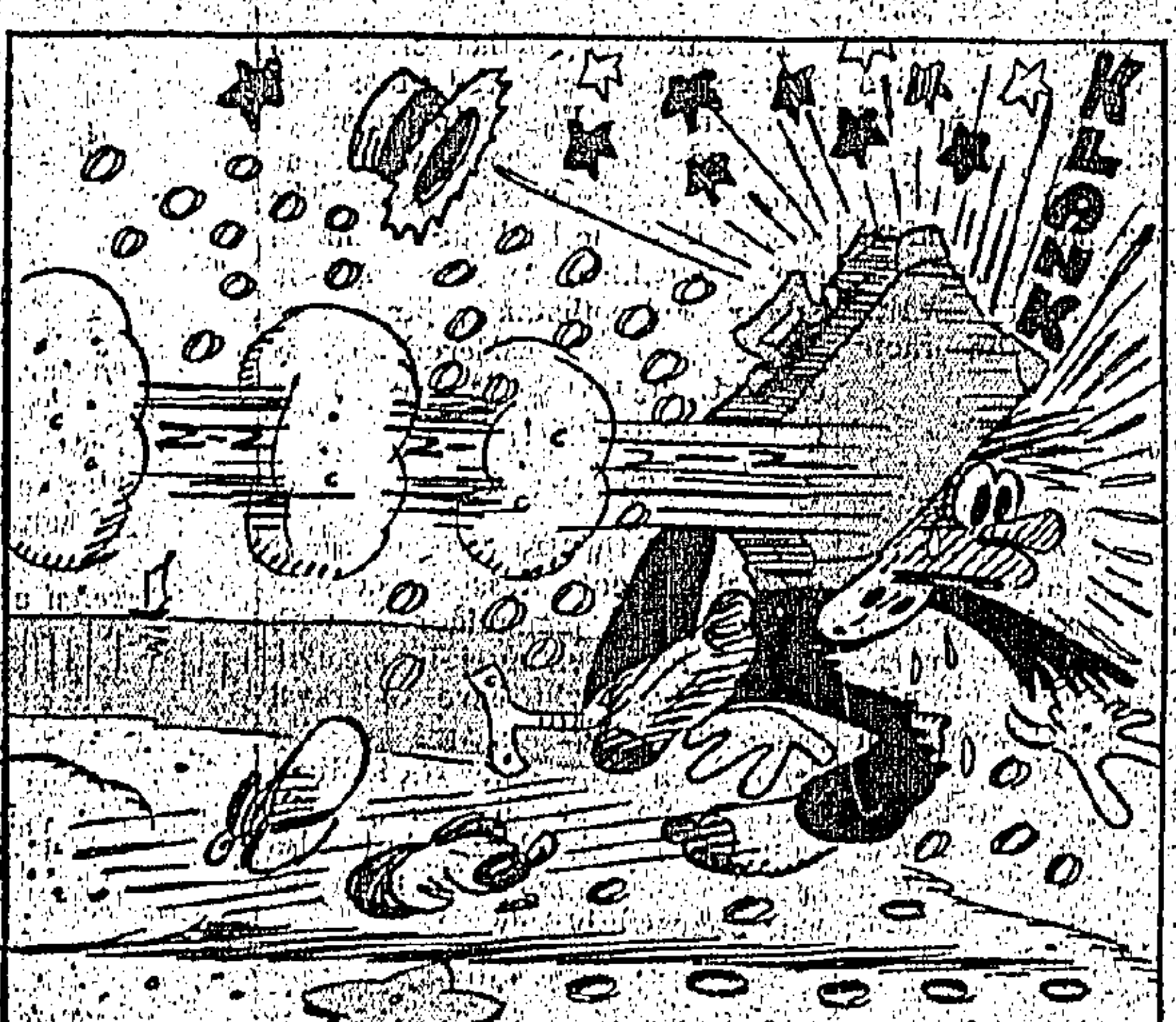
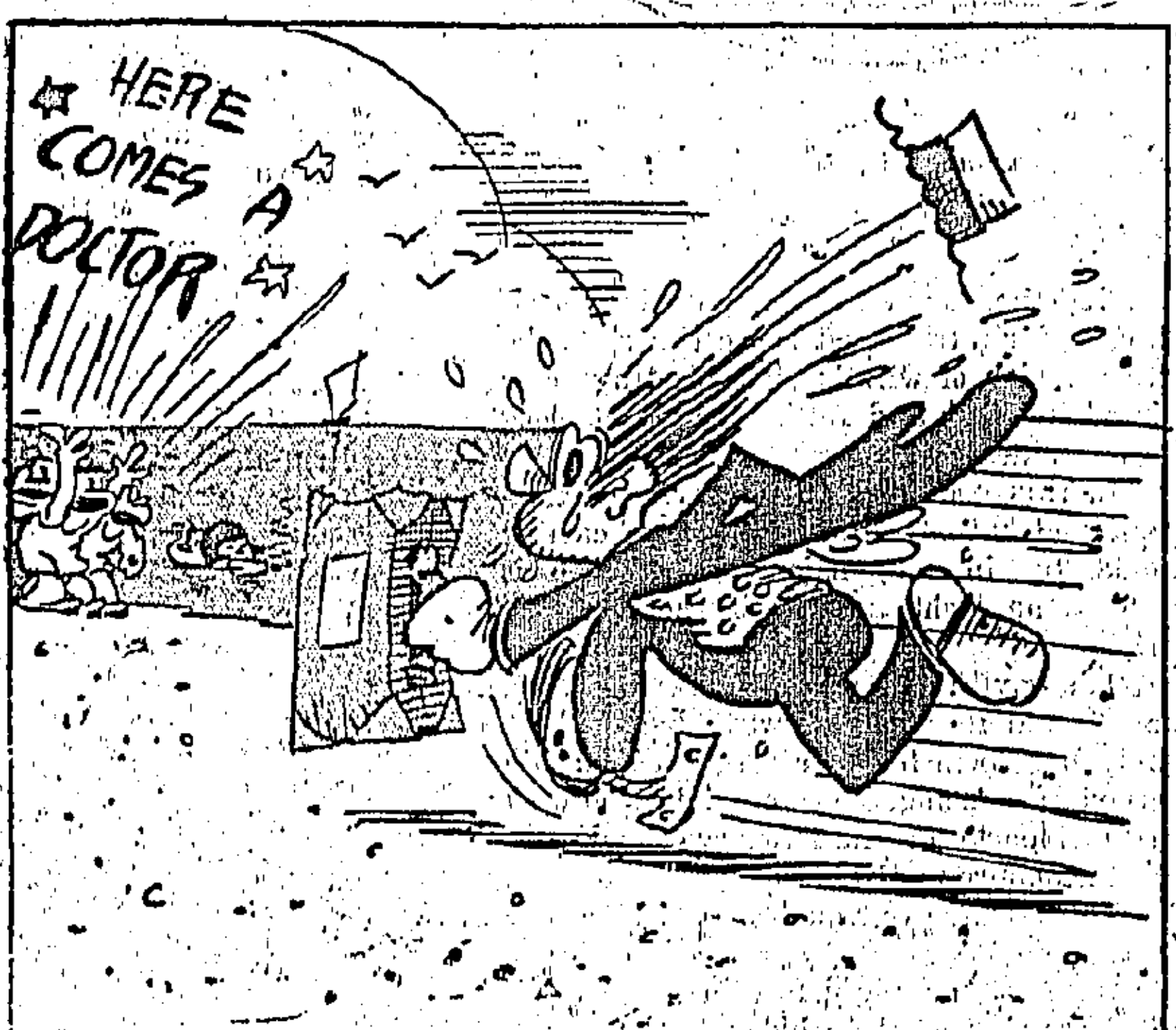
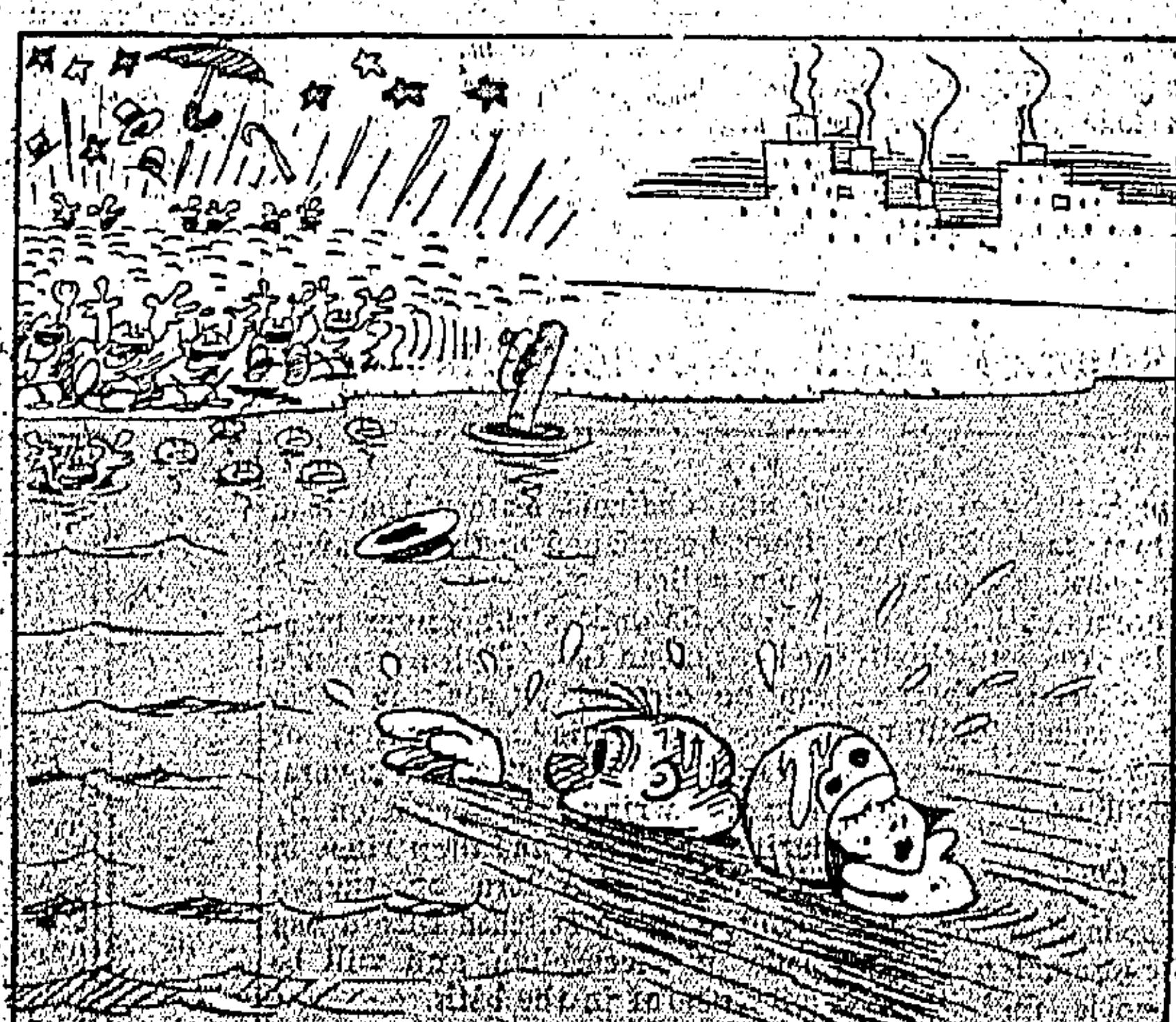
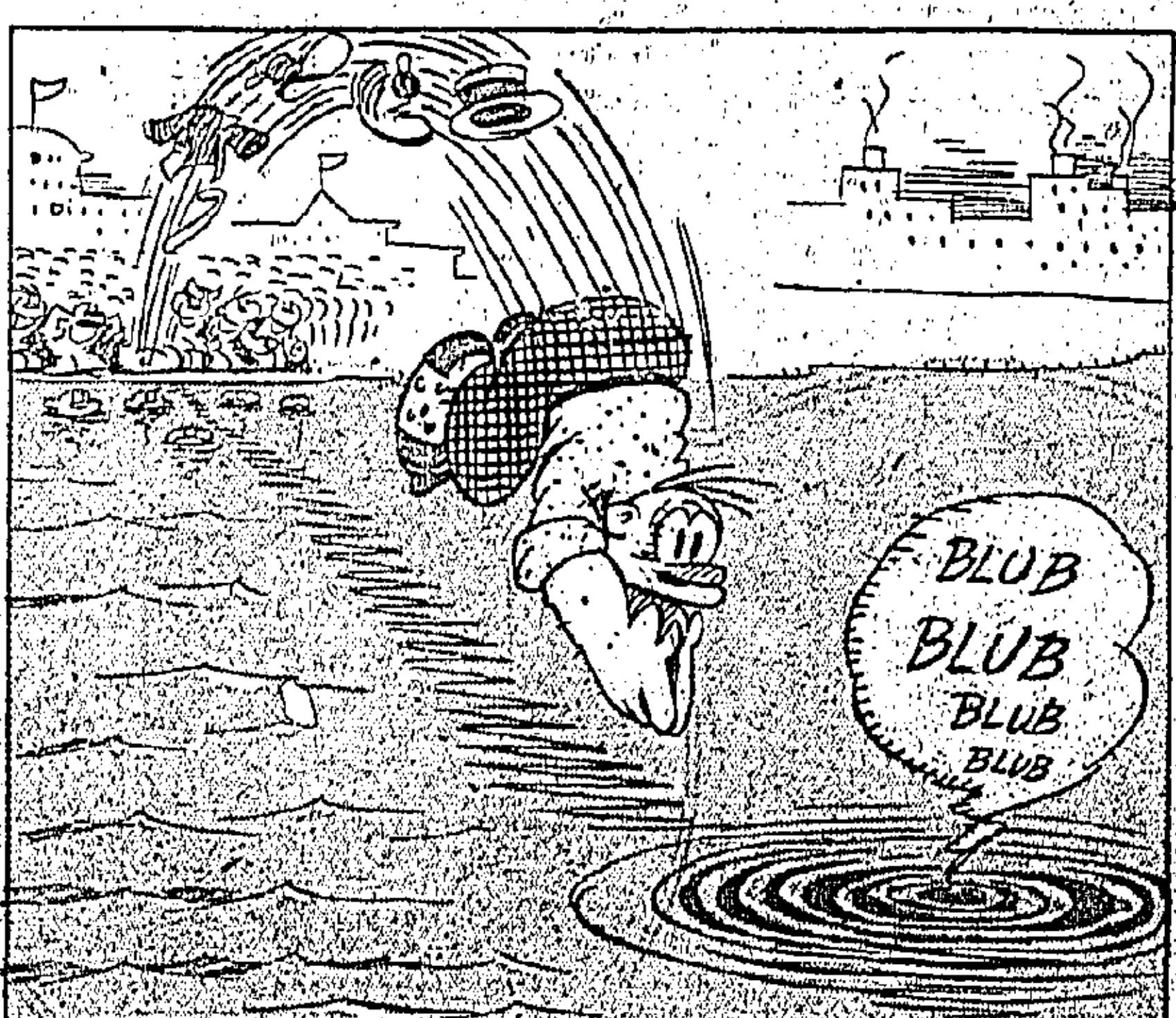
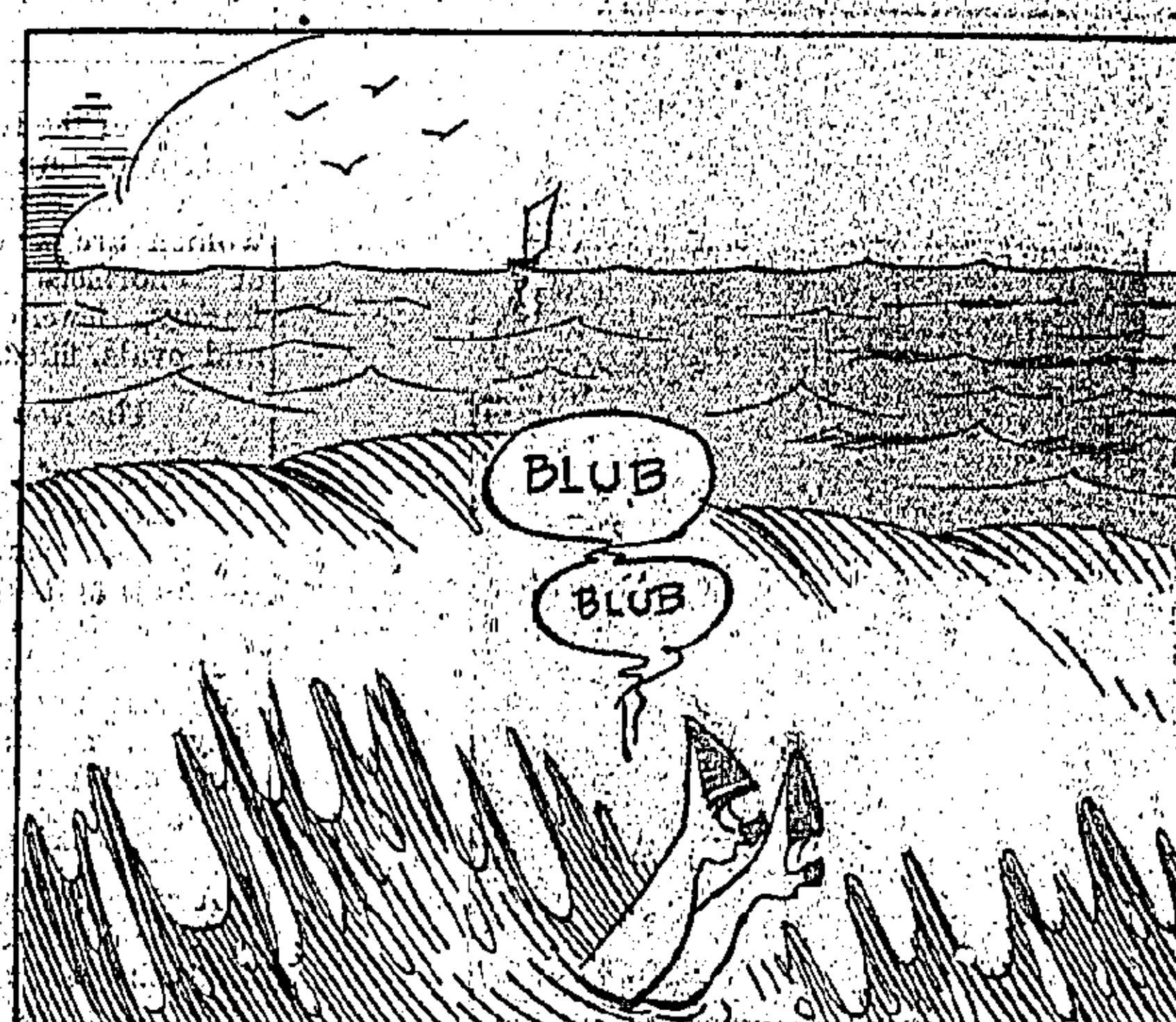
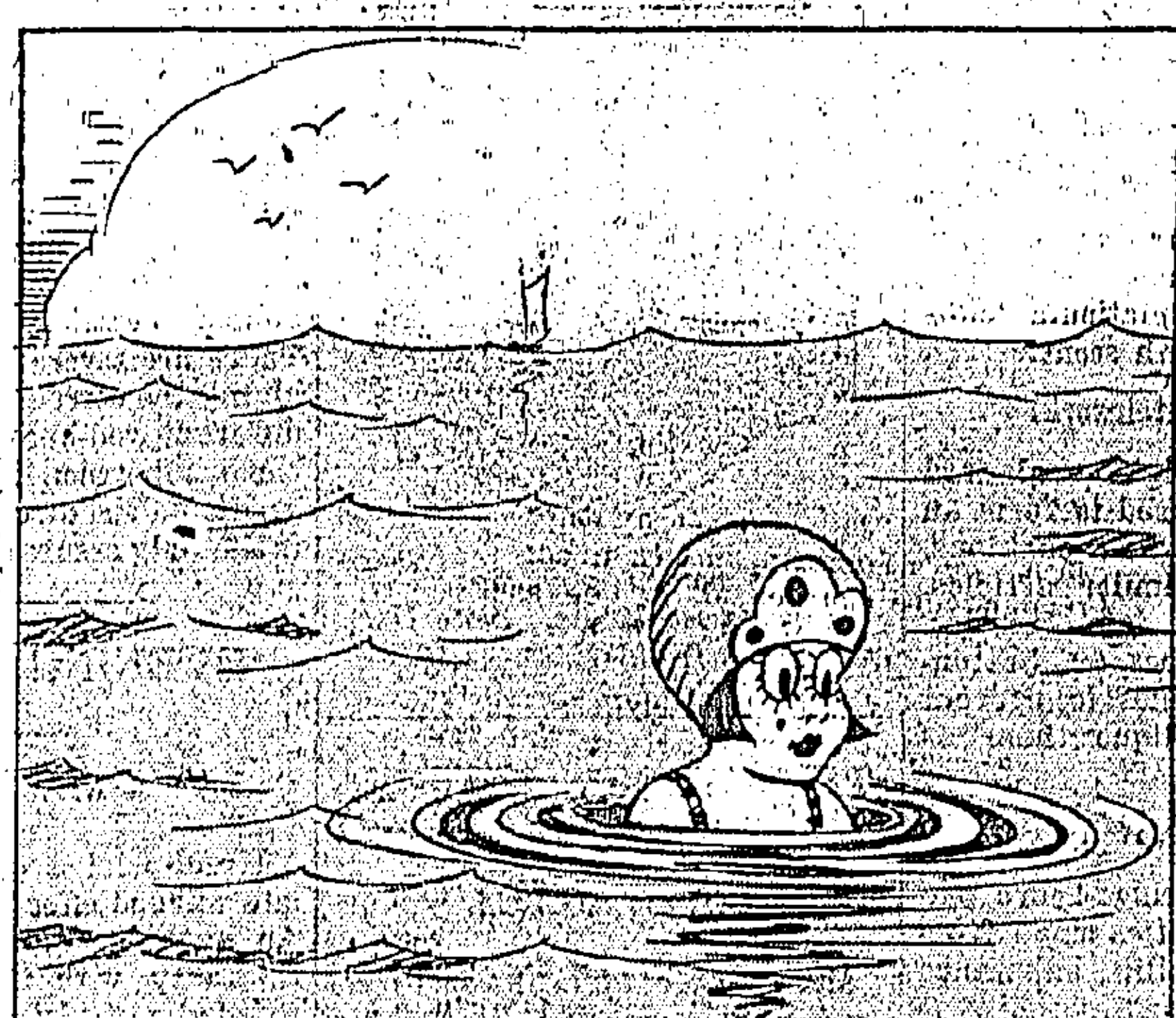
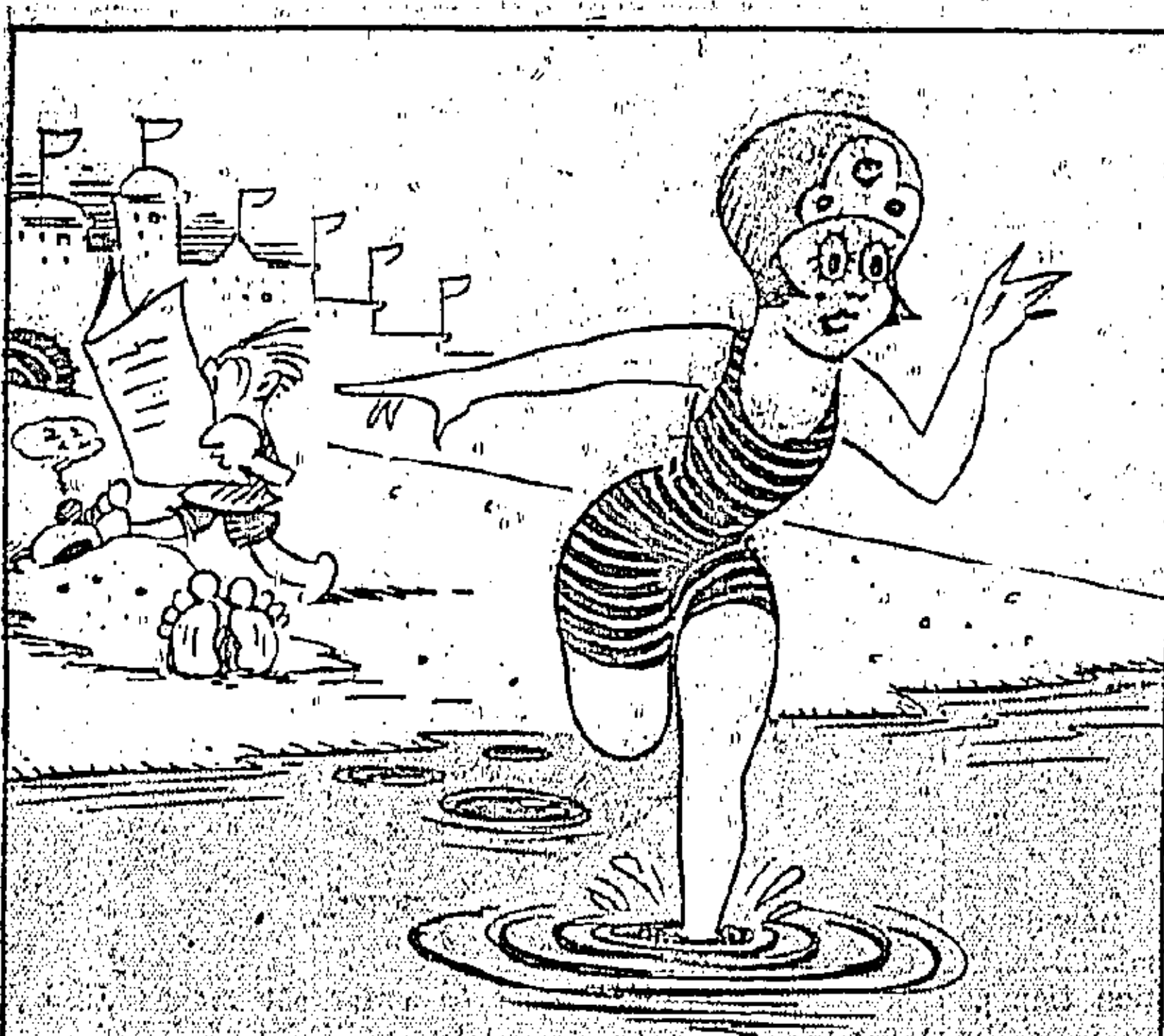
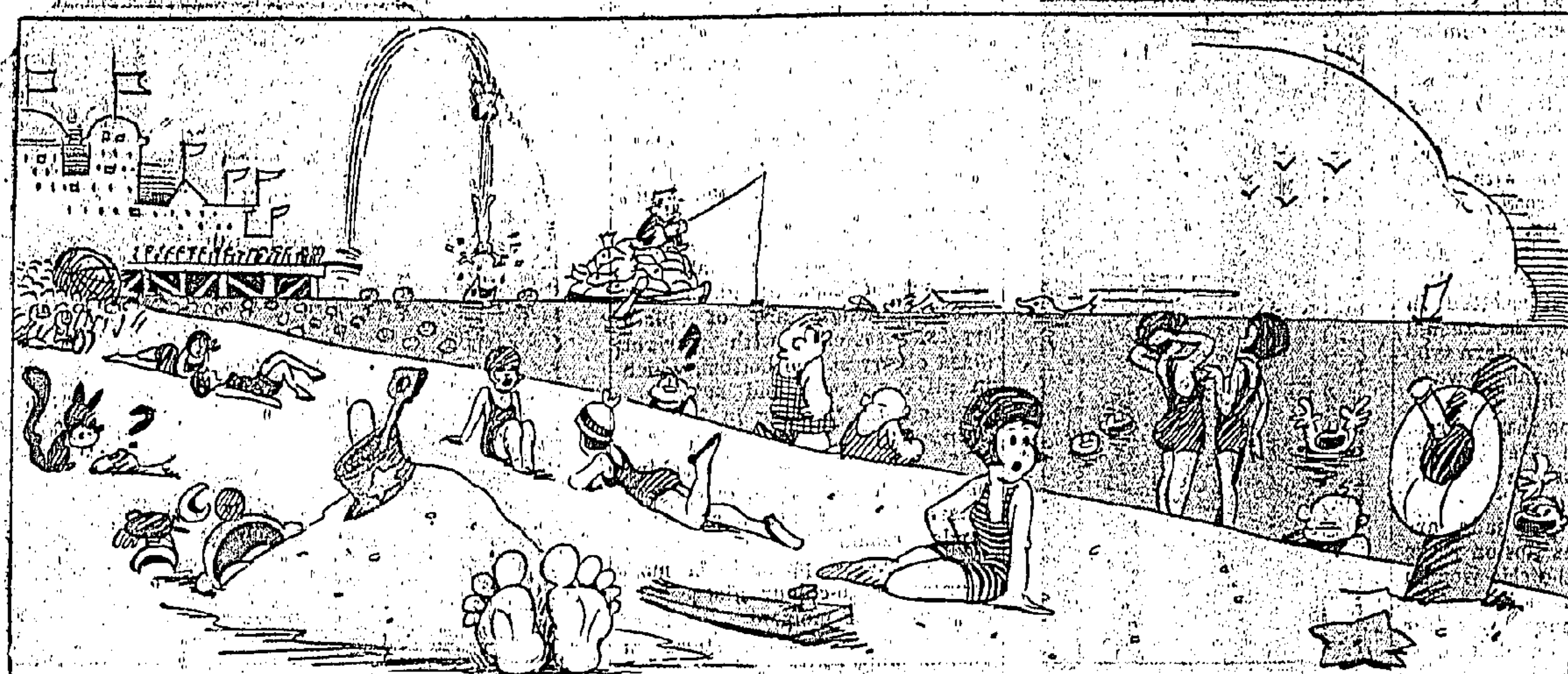
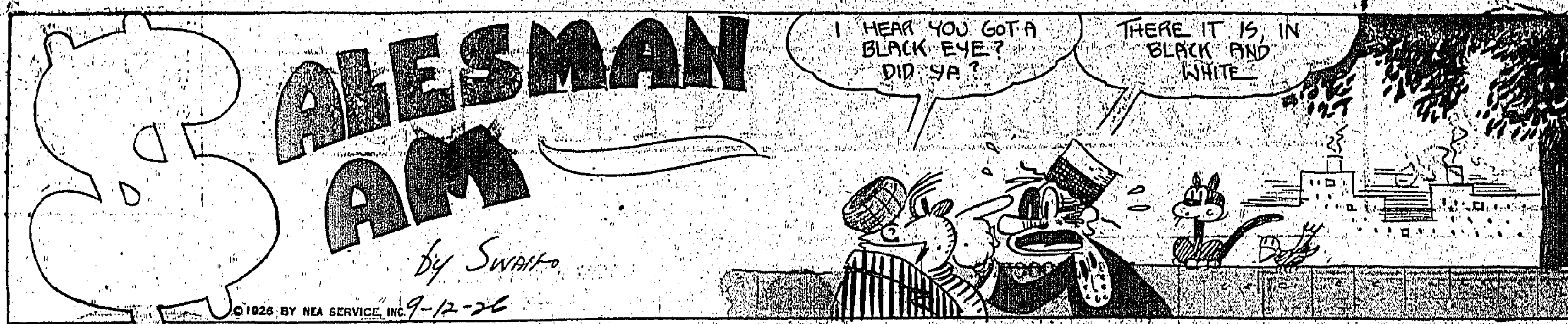
Designs of satin utilizing both the shiny and the dull sides of the material are seen. A model with the fashionable bloused effect was moulded into a tight band round the waist. This was carried out in the dull side of the fabric, which was also responsible for the vest. There were a little collar and cuffs of old Beauvais lace.

Bell sleeves with a fitted one underneath were a novelty shown on a silk velvet dress of black. The shoulders were raglan, and the neck was cut into the fashionable V-shape, exceptionally low in the front and high fitting behind.

"Cocktail costumes" are the vogue in Paris, and consist of a sleeveless frock of metal cloth or satin combined with a short velvet jacket in black, red, or any striking colour.

The loveliest new nightrobes are of gayly printed mull or crepe de chine, with ribbons to match the flowers of the pattern.

Venetian glass powder boxes, perfume bottles and trays are best for the smart dressing table.



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Tjilpanas	Shanghai	1st Nov.	4th Nov.	Batavia
Hidro	Java	2nd Nov.	4th Nov.	Canton
Tjilteboet	Java	9th Nov.	11th Nov.	S'hai N. China
Tjilalak	N. China	10th Nov.	12th Nov.	Batavia
Tjilondari	Batavia	14th Nov.	17th Nov.	Shanghai
Tjilalak	Shanghai	15th Nov.	18th Nov.	Batavia
Tjilalak	N. China	24th Nov.	26th Nov.	M'assar & Java
Tjilondari	Shanghai	29th Nov.	2nd Dec.	Batavia

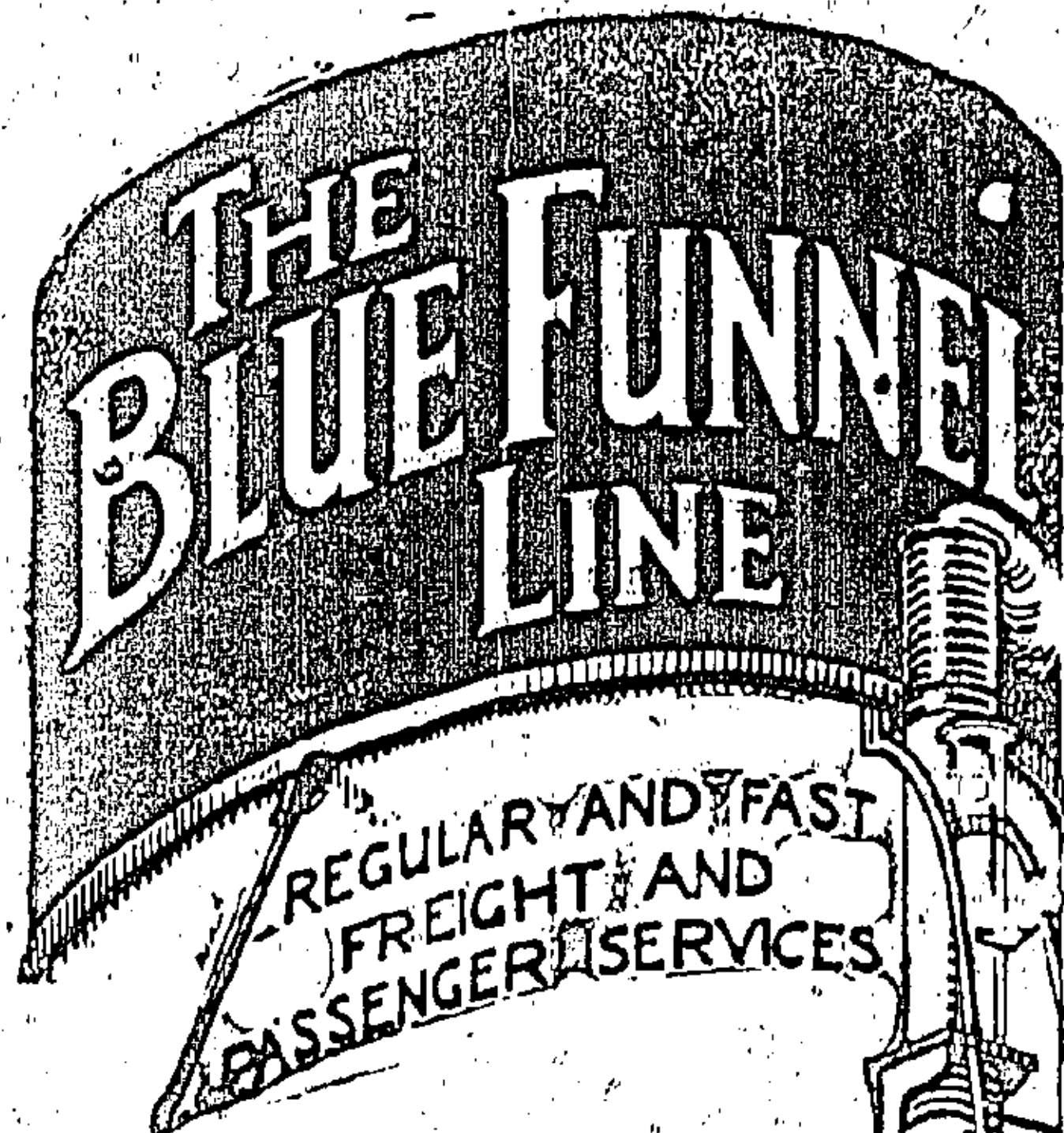
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"HECTOR"	15th Dec.	Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

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"YANUSZ"	17th Dec.	New York, Boston & Baltimore

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EMPEROR OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPEROR OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
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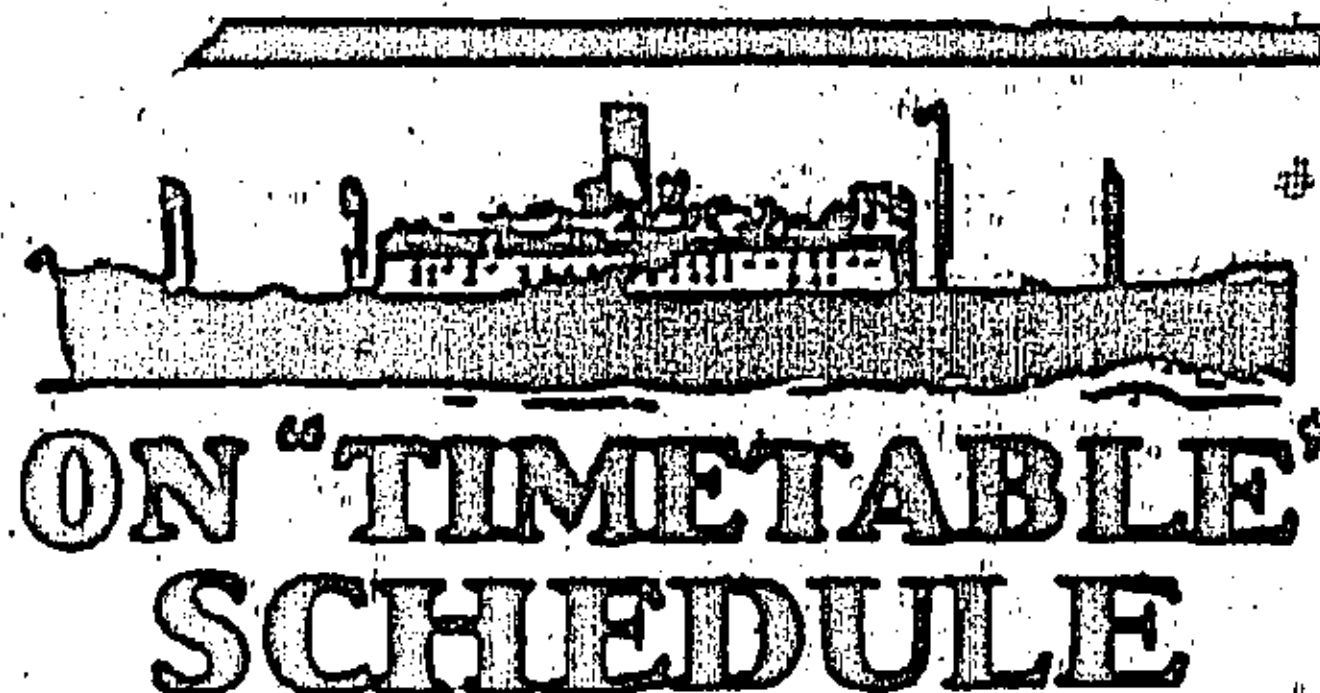
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Destination	Steamer	Sailings
TSINGTAU Swatow S'hai	Waisheng	Sun. 31st Oct at 6 a.m.
TIENSIN Swatow Chefoo	Kwaisang	Wed. 3rd Nov at 7 a.m.
HAIPHONG via Hoihow	Mingsang	Wed. 3rd Nov at 10 a.m.
SANDAKAN	Hingang	Thurs. 4th Nov at 2 p.m.
TSINGTAU Swatow S'hai	Hopsang	Fri. 5th Nov at 7 a.m.
KOBE via Moji	Fooksang	Satur. 6th Nov at 7 a.m.
STRAITS & Calcutta	Kumsang	Mon. 8th Nov at 3 p.m.
SHANGHAI	Fookshing	Wed. 10th Nov at 5 p.m.
TIENSIN	Chipsing	Sun. 14th Nov at 6 a.m.
SANDAKAN	Mausang	Mon. 15th Nov at 2 p.m.
STRAITS & Calcutta	Namsang	Mon. 15th Nov at 3 p.m.
OSAKA via Moji & Kobe	Lalsang	Wed. 17th Nov at 7 a.m.
STRAITS & Calcutta	Kwatsang	Thurs. 2nd Dec at 3 p.m.

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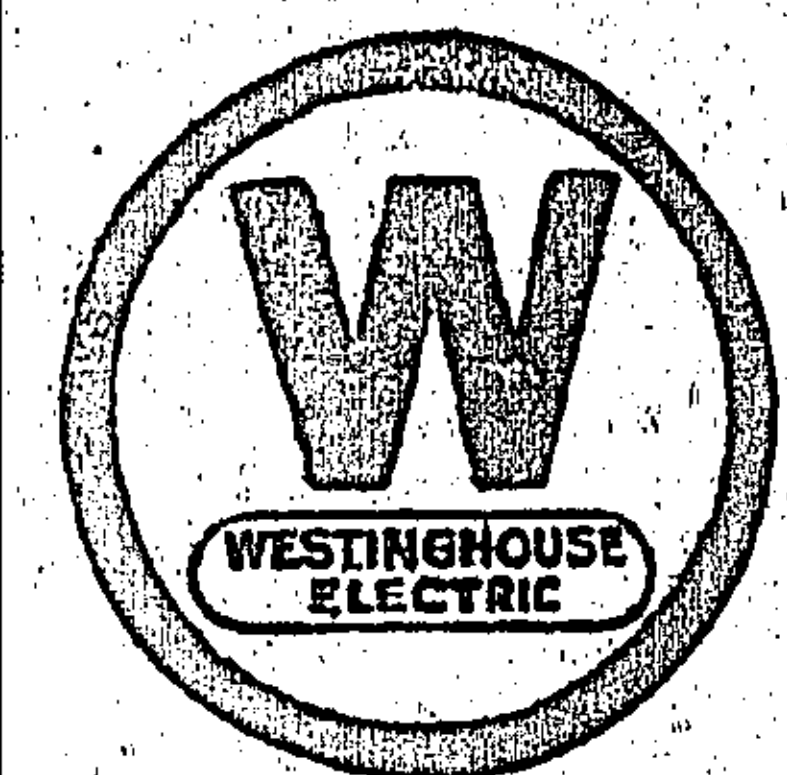
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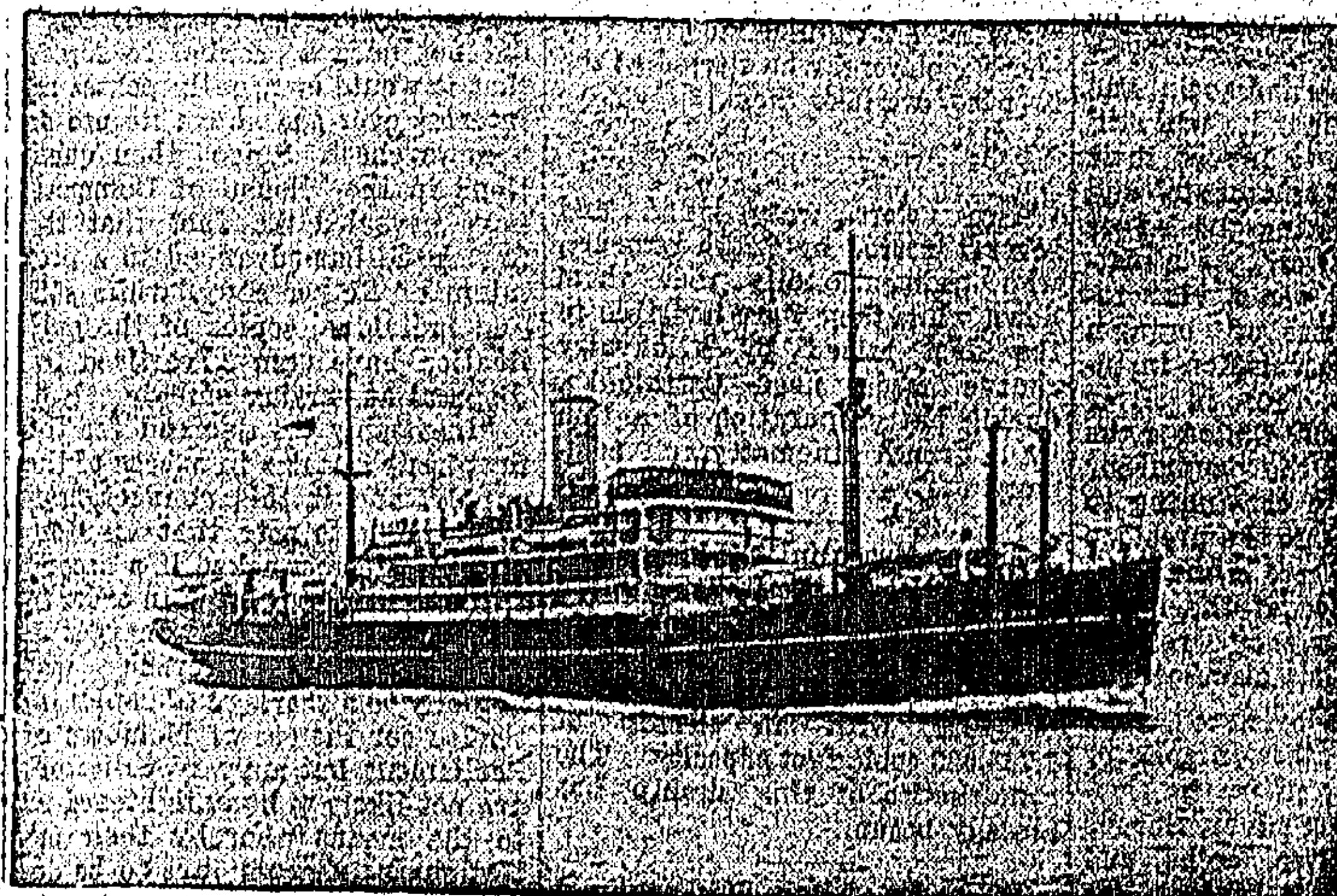
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MAINTUA	10,902	13th Nov.	Marseilles & London
DEVANHA	8,135	25th Nov.	S'pore, Pang O'bo & B'way
KARMALA	9,128	27th Nov.	M'les, Casa Blanca, L'don & Antwerp
DELTA	8,097	9th Dec.	S'pore, Pang O'bo & B'way
MACEDONIA	11,083	11th Dec.	Marseilles & London
NELLORE	6,882	23rd Dec.	S'pore, Pang O'bo & B'way
KHIVA	9,135	25th Dec.	M'les, L'don & Antwerp
MIRZAPORE	6,718	3rd Jan.	M'les, L'don, H'burg & Rotterdam
NYANZA	7,023	6th Jan.	S'pore, Pang O'bo & B'way
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & Antwerp
DEVANHA	8,135	28th Jan.	S'pore, Pang O'bo & B'way
MOREA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

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TILAWA	10,000	23rd Nov.	S'pore, Penang & Calcutta
TALAMBA	8,018	1st Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong	Destination.
TANDA	6,956	2nd Dec.	Manila, Sandakan, Thura
ST. ALBANS	4,500	31st Dec.	Island, Townsville, B'bane.
BARAFURA	6,000	28th Jan.	Sydney and Melbourne.

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The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

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	Tons	From Hongkong	Destination.
KARMALA	9,128	31 Oct. Daylight	Shanghai, Moji & Kobe
MIRZAPORE	6,715	1 Nov. 4 p.m.	Shanghai Moji & Kobe
TANDA	6,956	2nd Nov.	Moji, Kobe, Osaka & Yoko
TILAWA	10,000	3rd Nov.	Moji & Kobe

All dates are approximate and subject to alteration without notice.

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CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

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*SHINYO MARU ... Tuesday, 16th Nov.
*SIBERIA MARU ... Monday, 29th Nov.
*Only Honolulu. Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

ANYO MARU ... Friday, 26th Nov. at noon.

BOKUYO MARU ... Friday, 17th Dec.

MARSHILLES, LONDON & ANTWERP via Singapore & Port.

KAMO MARU ... Saturday, 6th Nov.

KATORI MARU ... Saturday, 20th Nov.

ATSUTA MARU ... Saturday, 4th Dec.

SYDNEY & MELBOURNE via Manila & Port.

MISHIMA MARU ... Wednesday, 24th Nov.

TANGO MARU ... Wednesday, 22nd Dec.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

WAKASA MARU ... Wednesday, 17th Nov.

BOMBAY via Singapore & Colombo.

AWA MARU ... Thursday, 11th Nov.

COLCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Sunday, 31st Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 20th Nov.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU (Kobe direct) ... Sunday, 31st Oct.

KASHIMA MARU ... Monday, 1st Nov.

GENOA MARU (Moji direct) ... Tuesday, 13th Nov.

HAKONE MARU ... Monday, 15th Nov.

TAMBA MARU ... Saturday, 20th Nov.

For further information apply to:—NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BARODA" From Hongkong via Suez Canal. 5th Nov.

OBSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "FORREBANK" From Hongkong via Suez Canal 2nd half Nov.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

For Marseilles, London, & Harve From Hongkong.

S.S. "CITY OF PEKIN" ... 12th November.

Fares to London "A" 1st Class £68. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "YUENSANG" From Hongkong.

Loading for Mauritius, Delagoa Bay, Durban East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beria, Oulimaing, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz, Bay, Walvis

Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or S.S. "City of Sparta" to Java, Freemantle,

Adelaide, Melbourne and Sydney, and Vice Versa, Through

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JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS: HOMEWARDS:

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENTARA	16th November	CARMARTHENSHIRE	30th Nov.
CARNARVONSHIRE	27th Nov.	L'don, R'dam & H'burg via Oran	
GLENSHIEL	9th December	GLENTARA	29th December
PEMBROKESHIRE	26th Dec.	L'don, R'dam & H'burg via Oran	
GLENNIFFER	6th January	GLENSHIEL	26th January
GLENOOLE	20th January	L'don, R'dam & H'burg via Oran	

Movements are subject to change without notice.

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JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

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Sailings from Hongkong: Daily, at 8 a.m.

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ADDITIONAL SAILINGS.

S.S. "TAISHAN" will leave for Canton on Tuesday 26th at 3 a.m. and from Canton at 3 p.m. same day. Saturday 30th.

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(Sundays: 4 P.M. only.)

SUNDAY EXCURSION.

On Sunday, 31st October a.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 8 a.m. and from Macao at 4 p.m.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" Sails on or about 19th November.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT

SERVICE FOR BRINDISI, VENICE

AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING

TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK

SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI

VENICE OR TRIESTE.

"A" Class £72. 10. 0. "B" Class

£66. 0. 0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO" Sails on or about 11th November.

S.S. "VENEZIA" Sails on or about 9th December.

M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

M.V. "REMO" Sails on or about 3rd Feb. 1927.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "VIMINALE" Sails on or about 5th November.

M.V. "ESQUILINO" Sails on or about 10th December.

S.S. "VENEZIA" Sails on or about 7th Jan. 1927.

M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMVOLOSI" Sails from Calcutta 31st December.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above lines apply to:—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE."

(Ocean S.S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF BARODA" ... via Suez Canal 5th Nov.

S.S. "NINGCHOW" ... via Suez Canal 19th Nov.

Steamers proceed via Suez Canal or Panama Canal at

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For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd. CANTON.

M. M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS.

Mail Steamers

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from Marseilles

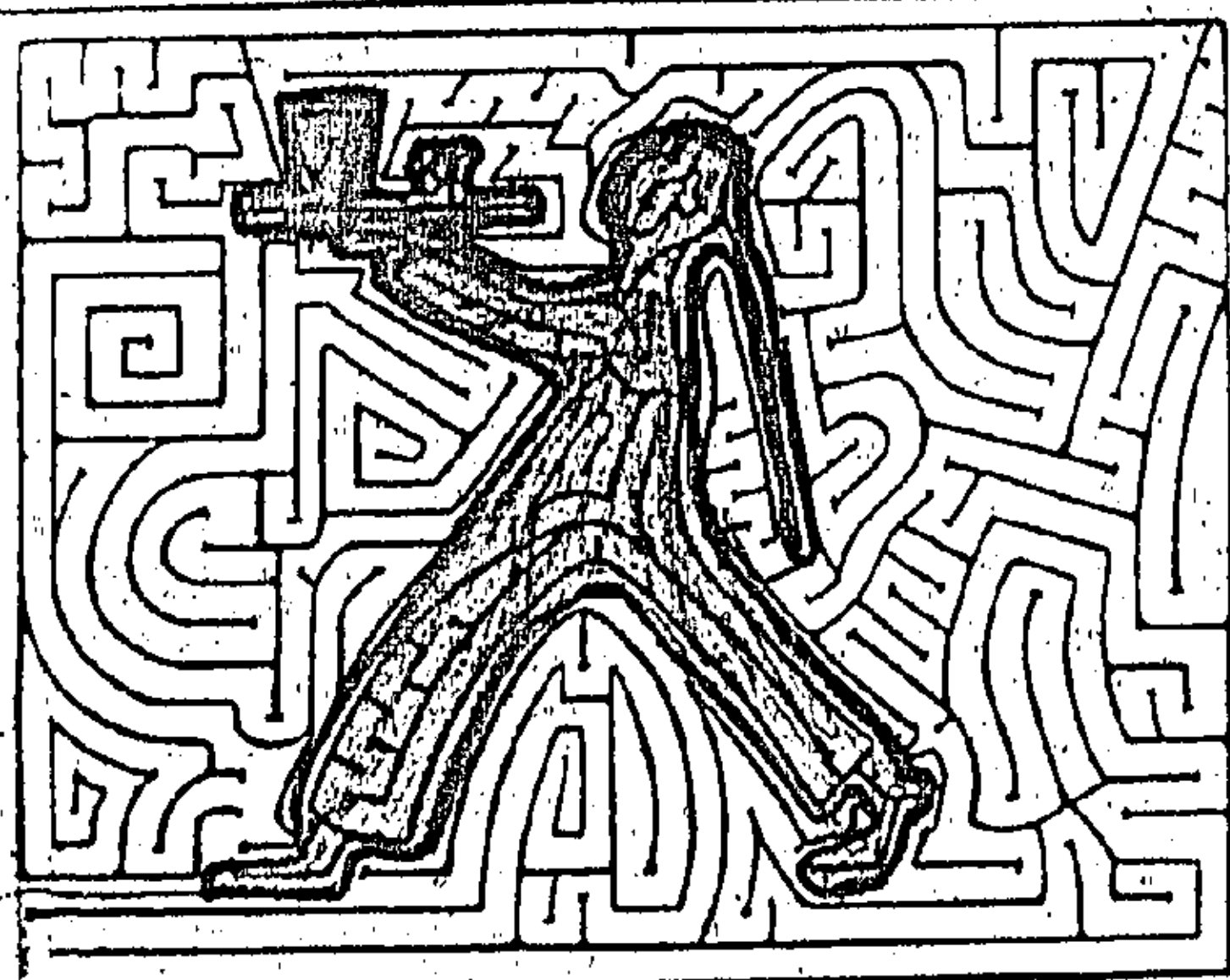
Prob. arr. at H'g.

and Sailing for

Shanghai & Japan

THE MYSTIC MAZE

By WALTER D. GIBSON

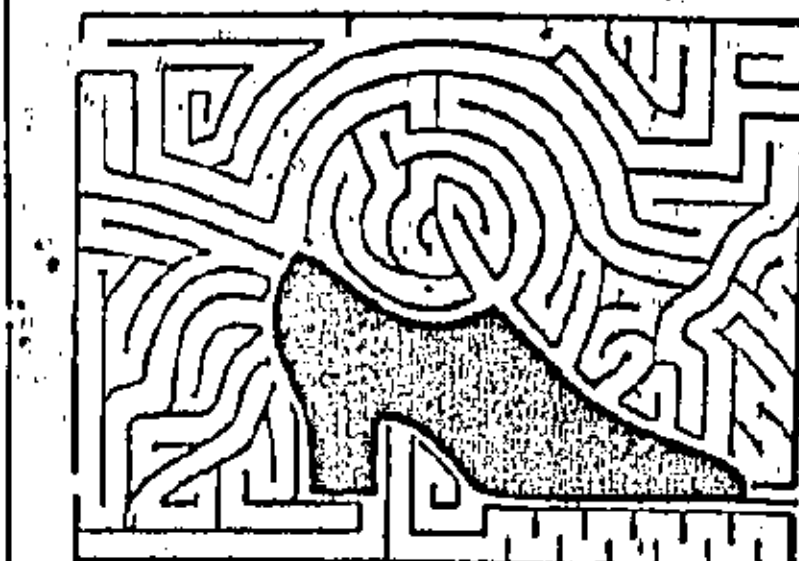


Here is a maze, a mystic maze with dozens of inviting passages, but with only one course running through it. A picture is hidden in the maze.

Take a pencil, and start at one of the openings in the lower left corner of the maze. Follow your course in and out among the curves and turnings; if you run into a blocked passage, go back to where you left the proper course.

When you have solved the puzzle, you will have an outline of the hidden picture. Fill in the outline with a heavy black pencil and the result will be a perfect silhouette.

Today's hidden picture is Oriental in nature. It is carefully concealed;



Last Saturday's Picture—The Slipper.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
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MODERN TOILET SYSTEM
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SALOON BAR & BUFFET.

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"Glenealy" Hongkong. 3 & 4, Glenealy (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with easy walking distance of all business centres. Large airy rooms. Hot and Cold water. Excellent Cuisine under the personal supervision of the Proprietress. Monthly and family rates at moderate terms.
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EUROPE "EUROPE" SINGAPORE.

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SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
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Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

UNREST IN SZECHUAN CONTINUES.

THE BOYCOTT MOVEMENT INTENSIFIES.

BRITISH PROPERTY SEIZED.

The anti-British boycott at Changsha is intensifying, says a Peking message of October 25.

Thousands of dollars' worth of property belonging to the Asiatic Petroleum Co. and to the British-American Tobacco Co. has been confiscated and the confiscation of much more property is threatened. Servants employed by British and American residents at Chengtu have gone on strike and the situation there is more precarious.

A telegram received in Shanghai from Szechuan shows West China to be in a state of ebullition still. It was stated that the British boycott and servant strike which had sprung up in certain parts of Szechuan as the result of the Wanshsien incident had reached Chengtu and that from October 20, British and other foreign residents in Chengtu had been experiencing difficulties in connection with the boycott.

Several student demonstrations have been held at the West China University situated in Chengtu, but these are reported to have resulted in nothing serious. A group of missionaries connected with the West China Mission of the United Church of Canada left a few days ago, in accordance with action taken by the local board that, since the general situation in Chengtu was not improving, those missionaries who were due to leave on furlough in the spring should go at the present time. The following missionaries and their families were in the group: Rev. N. E. Bowles, Rev. C. R. Carassien, Rev. E. Hibbard, Rev. J. Kitchen, Rev. C. W. Service and Rev. F. J. Reed as well as a Chengtu Y.M.C.A. worker who is going on furlough.

It is not believed, however, that this represents a general exodus as, although the British Consul has advised the leaving of British since early summer, the present group are merely leaving earlier than they had anticipated.

H.B.M. Consul in Ichang at the present time will not permit women and children refugees from Chungking and other points who were forced to leave several weeks ago to return. Of the original 70 who evacuated places in West China, a number remained in Ichang and about 20 came to Shanghai. When it will be possible for them to return is not known.

THE NEW C.I.C.

ADMIRAL TYRWHITT'S WAR CAREER.

Vice-Admiral Sir Reginald Tyrwhitt, the new commander-in-chief of the China Station, was one of the big successes of the war, says a Home paper. Tall and ruddy of face with bushy black eyebrows, he came to the fore as a dashing fighter in the first naval engagement of the war, on August 27, 1914. He was then in command of the new cruiser Arethusa, which had only been forty-eight hours out of the dockyard, and he led the destroyer flotillas against the enemy, and contributed to the destruction of the German light cruisers Mainz, Köln, and Ariadne. The Arethusa had all her guns put out of action. Sir Reginald again led the destroyer flotillas in the Heligoland Bight in December of the same year, and he was in the Battle of the Dogger Bank on January 24, 1915, when torpedoes from the Arethusa sank the Blücher at the end of the fight. In February, 1916, the Arethusa, which he still commanded, was sunk by a mine in the North Sea. Sir Reginald was also in the raid on Zebruggen in April, 1918. He has been unemployed since relinquishing the Scottish command at Rosyth in June, 1925.

A charge of unlawful possession of 24 official doses of cocaine, was brought against a Chinese before Mr. R. E. Lindell at the Central Magistrate yesterday afternoon. The defendant stated that he had formerly been in the employment of a doctor as an apprentice and was given the drug, which he has had for the last four years. Inspector Reynolds, applied for a week's remand in order that certain documents could be examined. The defendant was accordingly remanded for one week formally, bail being allowed in the sum of \$2,000.

SOVIET IN CHINA.

HOW BOLSHEVISM IS SPREAD.

THE THREAT TO BRITAIN.

A British resident of Peking writes us under date of the 23rd inst. as follows:

I am sorry to disturb the feelings of the Hongkong community by thrusting upon them the world-wavings of the Communist Party in North China, but it is so unusual for any of the Soviet supporters in this part of the world to make boast of their intentions, that it is to be presumed that they have reason to believe that what they say is the truth—and that truth will be most unpalatable to Hongkong people who are just now congratulating themselves on a resumption of trade with the Kwang Provinces.

TO BLIND BRITISH.

Certain of Comrade Karakhan's conferees have this week given voice to the opinion that the cessation of picketing in Canton has been done, according to order, to blind the eyes of the British in China to the ultimate aims of the Canton party, and to lead the British Minister here to the conclusion that if Canton should succeed in conquering or buying out all opposing factions and militarists in the whole country, the form of government instituted will not be worse for foreign trade than is the present Canton regime.

One very well-known Communist has gone so far as to lecture to a certain foreign-established school a few miles west of the city, giving exact and precise details of how, when the Reds are at last established in Peking, the whole of the foreign Treaties, concessions and Customs services are to be abolished at one fell swoop by the "United Chinese"; and also of the methods to be used to blind the eyes of Britain and to help continue the coal strike, so as to render the country incapable of offering resistance; and of the proposed plans regarding the muzzling of Japan.

Loose talk we have had by the column, but this, I venture to think, is the first time that any official definitely connected with the Soviet representation, has so far forgotten his mole-like methods as to come out into the open and let the light of day shine upon Soviet intentions.

SOVIET THREAT.

During the course of his remarks this Communist told his hearers that the arrival of a naval squadron from Great Britain had made it necessary for the Canton Government to call off the strike until the Southern Army had been successful in its campaign against the Northern militarists, when not only would picketing be resumed, but all British trade with Treaty Ports would be totally shut down, until such time as Great Britain set an example to the other Powers by rescinding all the privileges of her nationals in China.

I am convinced that this speech was no idle boast, and, equally, that little aid or comfort may be expected from the Powers in the event of facts following the words. If our mercantile community are relying upon any help or aid from the Home Government, it behooves them to make the facts of the position known in England, apart from whatever reports are sent home to the Foreign Office by British officials, who, living behind the walls of the Legation quarter, know or hear little of what actually goes on around them.

REAL INTERVENTION.

Intervention is here. It exists; but it is intervention by the Soviet and not by European Powers, and China cannot stand up against the money, fair words and ammunition of the Soviet. However much we dislike Bolshevism, we cannot but admire the manner in which her diplomatic officials represented their country rather than themselves. They have suffered ostracism from the rest of the so-called Diplomatic Body and yet so used their time and efforts that to-day they have greatly strengthened the power, influence and force of the Soviet in China.

If anything ought to influence the Foreign Office in Whitehall, it surely should be the facts connected with the labours of the last Soviet representative to Peking, but perhaps it is too much to hope that our officials will get out amongst the Chinese as the Russians did and do. Unless they do, however, the Soviet will continue growing domination over the political destinies of China.

NEW REVOLT AGAINST CANTON.

NAMOIA DECLARES ITS INDEPENDENCE.

THREAT TO SWATOW?

Our Swatow correspondent, writing under date of yesterday, says:

The pirate chief of Namoa Island, Tsan Pak-chong, has declared his independence and expressed his sympathy with the Northern Government. As a result, the Magistrate, Chew Chian, and other officials appointed by the Canton Government have taken refuge in Swatow.

The fact that Namoa is so close to Swatow and that at the moment there are two Northern warships, the Hai Yung and the Hai Chu, anchored there, is likely to embarrass the local military authorities considerably, especially as there are practically no troops in this district at the moment and that the landing of a force via Namoa would appear to be a comparatively simple matter.

With regard to the boycott position, our correspondent says that, broadly speaking, the situation is unchanged. As previously reported, all staffs have now returned to British employers, but that is, to all intents and purposes, the extent of the improvement. The only Chinese merchants who have as yet attempted to do any business with British firms are the piece goods dealers, who have been making considerable purchases in spite of the threats of the Unions and Anti-British societies.

The one thing that is impeding a resumption of normal trading is the attitude of the lightermen, who still decline to handle cargo to or from a British steamer, and for this reason shippers are, of course, confining their shipments to vessels other than British. Passengers, however, are going and coming freely, and the general opinion is that the lightermen will fall into line with the passenger sampans very shortly.

EMPIRE PRODUCE.

(Continued from Page 1).

the exchange of information within the Empire might be set up, particularly in view of the growing importance of fish as food.

Mr. Elliott, Chairman of the Research Committee of the Empire Marketing Board, said that the committee, in dealing with problems of food, and its production, would survey a wide field of investigation. He mentioned that the Committee was assisting extensive research throughout the Empire of the problem of the mineral contents of national pastures which had been scarcely investigated at all. The Committee regarded as of great importance the research in general tropical agriculture. It seemed highly desirable to treat this problem as a whole and not as a problem of growing cotton or any one particular product. He thought a chain of research stations throughout the tropical belt might well prove the key to many problems of general as well as of local interest.

INSECT PESTS.

"Dr. Marshall, Director of the Imperial Bureau of Entomology, in explaining the importance of the work of the Bureau, alluded particularly to the distribution of noxious insects which accompanies an increase of commerce throughout the world. In this way, insects are transported from areas where they are preyed upon by parasites to areas where those parasites do not exist and thus they multiply enormously. Further, as an increasing amount of land comes under cultivation in various countries the balance of nature is upset and the menace of insect pests grows. It was important that the agriculturist should come to the entomologist while crops were still safe from insect pests.—British Wireless.

Mr. Arthur Roberts, the veteran variety star, who is 74 years old, has been admitted to Charing Cross Hospital, suffering from an internal complaint.

A verdict of "Death by Misadventure" was returned at Walsley at the inquest on the body of Harry Lucas Pritchard, 55, motor-engineer, of Patricroft, Manchester, who was run over by his own car at New Brighton, as he was starting it with the handle.

Entertainments.

QUEEN'S

TO-DAY ONLY.

Best of all Potash Pictures!

GEORGE SIDNEY

AND

ALEXANDER CARR

IN

"PARTNERS AGAIN"

WORLD STARTING TO-DAY

DOUGLAS FAIRBANKS

in

THE MARK OF ZORRO

STAR

CONTINUOUS 15-8.45 and 9.20 p.m. nightly

MAE MARSH

WITH

IVOR NOVELLO

in

A Big British Production

"THE RAT"

A Story of the Apache.

KASHING BATTLE.

(Continued From Page 1.)

standing room. Moans of wounded soldiers added a dismal tone to the silence between machine-gun volleys. When quiet came, it brought suspense extended without the thrill of pain.

NEGOTIATIONS BY MISSIONARIES.

At the request of gentry and others, two American missionaries went out at 2 a.m. with a delegation to make terms for the city. After waiting till 5.30 a.m. the conditions were agreed upon and submitted for acceptance without hesitation. A search party found a machine-gun left by the Chaling soldiers in a rear room of the hotel where we sat, and threatened to shoot the entire delegation. Explanations are not easy when you have a bayonet at your breast, looking over the muzzle of a loaded rifle, and wild-eyed Chinese soldiers yelling at you in a strange dialect, he being at the trigger end. So far, the city has been spared.

The first batch of General Meng's soldiers entered the city about 11 o'clock. The officials, gentry, and various guilds are giving a big feast to-night to the Commanders and their subordinates. Two hundred and fifty tables are to be spread.

St. Albans Consistory Court decided on October 3rd that a vicar is not entitled to rule that only scriptural quotations shall be placed on tombstones erected in his churchyard. It was stated that Mr. G. M. Dodwell, of St. Mary's, E. C., had been refused permission by the vicar of Langleybury, the Rev. R. V. G. Shaw to place on a tombstone over the grave of his father in Langleybury Churchyard a verse from Browning's "Asolando." The chancellor of the Court, in deciding against the vicar, said that churchwardens and parochial church councils had no sort of discretion of censorship with regard to churchyard memorials or inscriptions.

COMPANY REPORT.

SANDAKAN LIGHT AND POWER CO.

The following is the report of the General Managers (Messrs. Shewan Tomes and Co.) which is to be presented to shareholders of the Sandakan Light and Power Company (1922) Ltd; at the annual meeting to be held on November 6th:—

"The Profit on Working Account, after deducting General Managers' Commission, is \$22,457.86, but after writing off Underwriting Commission, balance Preliminary Expenses, Depreciation of Concession, Plant, Buildings, Equipment, etc., there is a net Loss of \$28,727.52, which, added to the amount brought forward from previous years, makes the balance at debit of Profit and Loss Account \$69,276.13.

Consulting Committee.—During the year, Mr. W. J. Hawker resigned his seat, and Mr. T. G. Wall joined the Committee. In accordance with the Articles of Association, Messrs. Tong H. Ting and T. G. Wall retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Low, Bingham and Matthews and Percy Smith, Seth and Fleming, who retire, but being eligible offer themselves for re-election.

REMOTE SITE.

NEW AMERICAN AMMUNITION DEPOT.

Washington, Oct. 29.

Profiting by the lesson of the explosion on July 10, at Lake Denmark, New Jersey, the Navy Department is selecting a site for the new ammunition depot, 100,000 acres in the heart of Nevada, ten miles from any settlement. Apart from the fact that the site is isolated from any thickly populated district, it is felt that its remoteness will render attack unlikely in wartime.—Reuter's American Service.